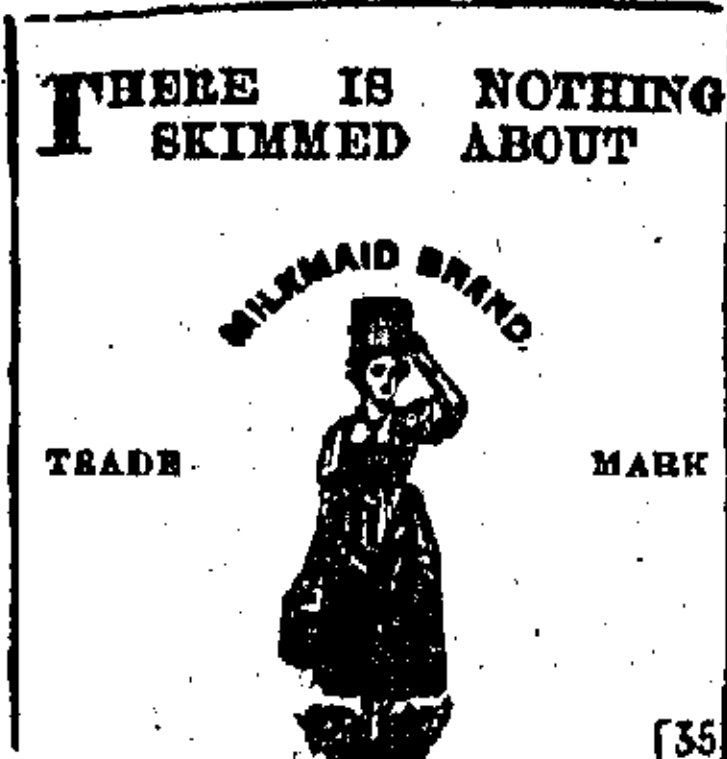




Hongkong Daily Press.

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Kowloon, 9th August, 1912. [a536]

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All letters for publication should be written on one side of paper only.

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DEATH

On 20th inst., on board the s.s. *Arcadia*, LEONARD CHARLES CHILD, aged 33. South African papers please copy. [1011]

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The Daily Press.

HONGKONG, AUGUST 24th, 1912.

THERE were several matters of public interest dealt with at Thursday's meeting of the Legislative Council on which we should like to offer a few comments, especially as official statements were made regarding subjects first ventilated in these columns. We take first the Government's answer to the question asked by the Hon. Mr. MURRAY STEWART with regard to the silting up of the harbour at certain points. Mr. STEWART asked if the Government would inform the Council whether any steps have been taken to ascertain the truth of the matter, and if so with what result. The answer to that question was, in part, as follows:—"The question of the silting up of the Harbour formed the subject of an exhaustive enquiry in 1904-6. The conclusion arrived at was that no material silting had occurred during the preceding period of 60 years. The waterway leading to the Kowloon Wharves has been recently sounded and the Harbour Master is satisfied that there is actually more water than is charted. The central fairway is constantly sounded by the Harbour Department. The soundings agree with the chart." When this subject was last mentioned in the *Daily Press*, about a month ago, it was stated that the N.Y.K. liner *Mishima Maru* had stuck in the mud

for three hours near the Kowloon wharves, and that in the same week there was a great stirring up of mud by the P. and O. steamer *Devanha* as she left her usual moorings, showing that her propellers were churning the mud in the central fairway. The Government's reply to the Hon. Mr. MURRAY STEWART's question, which was apparently based on these two facts, leaves these circumstances unexplained. It evades the point to say that in 1906 the conclusion was reached that no material silting had occurred during the preceding period of 60 years. The real point would appear to be, not whether there has been any silting, but whether the harbour in the parts indicated provides a sufficient depth of water for the modern liner. The Reports of the Harbour Master show that the average tonnage of ocean vessels entering the port is yearly increasing. "During the past twenty years the average tonnage of ocean vessels has increased from 1,181.1 tons to 1,915.5 tons." This extract is from the Harbour Master's latest report. In the next few years the number of liners of the size now crossing the Pacific are to be increased, and the real question therefore is not whether the depth of water in the harbour is less now than it was 60 years ago, but whether the harbour requires deepening in parts to meet the needs of the deep-draught liners which the shipbuilding yards are turning out in the Twentieth Century. The reply of the Government to the Hon. Mr. STEWART's question goes on to make the admission that it is advisable to deepen a portion of the harbour which would form a continuation of Sulphur Channel, and so improve the western entrance for vessels of deep draught, but the Chamber of Commerce, having regard to the expense involved (about \$330,000), has informed the Government that they are not in favour of the proposal being carried out. So that the result is the shelving of the whole question.

Turning next to the questions relating to crime in the Colony, we note that since the 1st of June there have been 30 cases of burglary reported to the police as against 24 for the same period in 1911. An increase of but six cases suggests that a very exaggerated opinion prevails regarding the extent of crime of this nature in the Colony this year—due, perhaps, to the fact that the proportion of robberies from Europeans has been larger than in previous years; but we should also like to see the comparative return of cases of daylight robbery from houses for the same period. In the reply to the Hon. Mr. MURRAY STEWART's question, we assume the distinction between house robberies by day and by night is carefully drawn; we got the number of burglaries, properly so called; but the answer is silent regarding the number of cases of robberies from houses during the day. The small success achieved by the police in capturing these criminals and in recovering the stolen property is deplorable. It is not a big jump from this question to the one relating to the overcrowding of the goal, to which we recently drew attention in this column. In reply to a question asked by the Hon. Mr. OSBORNE, the Government admitted that "last month the Superintendent reported that the goal was very overcrowded," and it would appear from the official statement that within a month or six weeks no fewer than 409 prisoners have been released without having served the full term of the sentence imposed upon them! We could have wished the Hon. Mr. OSBORNE's question had been supplemented by another, as "How many of these released prisoners have since been returned to goal, convicted of new crimes?" It would be instructive to know to what extent this wholesale release of criminals, whose terms have not expired, has been responsible for what appears to be the abnormal prevalence of larceny and kindred crimes in the Colony. The Community would further like to know what the Government propose to do in the matter. It is absurd to be sentencing prisoners to a month's imprisonment if they are to be released in a fortnight. Either more goal accommodation must be provided, or greater use must be made of whatever powers the Magistrates possess to inflict corporal punishment, which has a far more deterrent effect on the Chinese criminal than imprisonment. Some further announcement on this subject will be awaited with interest.

Another matter of considerable public interest before the Council was the question of the reconstitution of the Appeal Court of the Colony. We have on previous occasions pointed out certain very obvious objections to the arrangement now to be carried out, one of which was mentioned in the discussion on Thursday by the Hon. Mr. ROSS. A committee which considered the subject, we learn from the ATTORNEY-GENERAL's remarks, entirely changed the Bill, but it now transpires that as the Home Authorities have made all arrangements

to carry into effect the proposal made by Sir FREDERICK LUGARD, the Secretary of State for the Colonies has intimated to H.E. THE GOVERNOR that, as a temporary measure, the Bill must be passed practically in the form in which it was first introduced. This was done by the weight of the official majority; the two unofficial legal members abstaining from voting, and the four other unofficial members registering their votes against the Bill. Their action in this matter we take to be not merely an expression of opinion that the arrangement will prove unworkable, but a protest against the settlement of the matter before the Council has been given an opportunity of considering the proposal. We asked some time ago whether the arrangement was a reciprocal one—that is to say, will the Chief Justice be required to go to Shanghai to sit with the local Judge in the trial of appeal cases in the same way that the Judge of the Shanghai Court is to come here—four times a year if necessary, we believe—to serve as a Judge of our Appeal Court. As yet no answer has been publicly given to that question. We do not doubt that His EXCELLENCY's appeal to everybody connected with the Courts to give the arrangement a fair trial will meet with loyal response; and we can only hope that, to borrow His EXCELLENCY's own phrase, it will work better than some of us think.

We come now to the last question with which we propose to deal to-day, namely, the vote of \$23,000, in settlement of a claim by the contractor for the building of the Post Office. As we reported three weeks ago, this money had been paid before the Council had had an opportunity of voting on the question, and we are not surprised that the Hon. Mr. MURRAY STEWART should have asked of what use is the Finance Committee if accounts are to be brought before it only after they have been paid. The reply of the COLONIAL SECRETARY was that accounts as a rule are submitted before they are paid, but in this particular case the contractor demanded immediate payment as a condition of his acceptance of a reduced sum. This answer is much too naive to be regarded as satisfactory in view of all the public discussion which has taken place regarding the excessive cost of this building. In the circumstances, it was to be expected that some inquiry would be made concerning the report of the Committee which Sir FREDERICK LUGARD appointed to inquire into the reasons for the excessive cost of this building, as well as of the Law Courts, and the causes of the delay in their completion. The Chairman of the Finance Committee (the Hon. COLONIAL SECRETARY) was evidently embarrassed by the question. It appears that the report has been presented, and is being withheld from the public. Rumours to this effect have been current recently and inferences drawn which we hope are unfounded. Surely the few revelations made in the discussion on the vote call for publication of the report. It transpired in the discussion that the contractor had made a claim, among other things, for interest on belated payments, amounting to \$100,000, extending over a period of 27 months, these payments not having been made because the work done by the contractor had not been measured! Why had it not been measured? Is the Public Works Department understaffed? Here we have it that, on one building alone, the Government is paying away a sum of money equal to the salaries of three executive engineers, because there has been neglect to measure the work done by the contractor. What happened, we suppose, was that when the contractor applied for payment for a certain completed section of work, he was paid about fifty per cent. of the amount due to him, and this appears to have gone on for twenty-seven months. It is an unbusinesslike state of affairs which stands self-condemned, and we presume the Report of the Committee makes recommendations for some reorganisation of the Department. A year or two ago the Government made much ado about retrenchments throughout the departments. These appeared to consist mainly of petty details, but here we have an illustration of a pure waste of public money on a large scale from one of two causes: either there has been inexcusable neglect of duty on somebody's part, or the Public Works Department is understaffed. The Community will eagerly await the publication of the Report made by the Committee of Inquiry to learn, what, in their opinion, is the correct explanation and what measures are suggested to prevent a similar waste of public money in the future.

The body of a boy in an advanced stage of decomposition was found on the foreshore at Stanley on Thursday.

Information has been received that Shanghai has withdrawn the quarantine restrictions against arrivals from Hongkong.

Prince Heinrich of Prussia will make the journey to Tokyo via Vladivostok, whence he intends to go on board H.G.M.S. *Scharnhorst* to Japan.

For failing to register the birth of a child a Chinese was yesterday fined by Mr. Melbourne. Amusement was caused when the defendant said that his wife did not tell him to do it.

As there is no French mail steamer leaving next week, the *Hongkong Weekly Press* is published to-day instead of Monday, for transmission to Europe via Canada.

A shopkeeper in Des Vœux Road who left his ricksha on the public street unattended at night discovered next morning that it had been stolen. He expects the police to find it for him.

F. Reichmann of the Grand Hotel obtained judgment at the Supreme Court yesterday against a man named Rickerts for \$120.35, money due for board and lodging and chits.

A ricksha coolie, whose careless driving resulted in a girl being knocked down on the Praya East and receiving injuries, was fined \$5 or ten days' imprisonment and ordered to pay \$1 compensation.

The case in which Mrs. Ogilvie sued Major Walton for \$32.67 was mentioned before Mr. Justice Gompertz in the Summary Jurisdiction of the Supreme Court yesterday. The hearing was fixed for Tuesday.

Three Americans named J. Allison, W. Timmermann and E. Stanley have been arrested on warrants in Shanghai in connection with certain highway robberies in Shanghai lately by three men wearing masks.

At the Supreme Court yesterday before Mr. Justice Gompertz the claim by a chair coolie against J. L. Craddock for \$10.50 was heard. Mr. Harris appeared for the defendant. It was stated that the complainant with the other coolies had declined to go to the Peak Tram Station when ordered. Judgment was entered for the defendant.

John Charles Pollack, alias Percy J. Brown, an accountant from Shanghai, who was arrested yesterday morning by L. S. Wills on the arrival of the s.s. *Kaifong* from Manila, was brought up at the Magistracy later in the day and remanded on a charge of criminal assault upon a girl under 16 years of age at Shanghai. Pollack is a native of Australia.

A Shanghai Committee has decided that the proposed memorial to the late Sir Robert Hart shall take the form of a bronze statue, erected on a design furnished by the English sculptor, Mr. Henry Pegram, A.R.A. The exact site has not yet been decided upon, but it is highly probable that it will be somewhere in the immediate vicinity of the Customs House.

Mr. Melbourne at the Magistracy yesterday sentenced a man and a woman to twelve months' imprisonment each for having kidnapped a girl from Kowloon. The police have not been able to recover the girl. A sad feature of the case is that they know where the girl is, but her custodians demand a ransom of \$180, to raise which the mother said she would have to sell her other two children.

A tram conductor has reported to the police that he was assaulted by a passenger on Thursday to whom he had occasion to speak because he would not take his proper place. The man alighted from the car at Tai Yuen Street, and when the car returned the man with several others boarded the car, assaulted and beat the conductor, and then made off. The conductor had to be removed to the hospital to have a wound over his eye stitched.

Twelve men appeared before Mr. Irving yesterday charged with having congregated together for an unlawful purpose. From information received the police raided the house at 112, Queen's Road West on the 6th August and found material which suggested a bomb factory. A bomb shell was found, and the chemicals found on the premises were pronounced by the Government analyst to be highly explosive. The case was remanded.

Frank Dealy, the eldest son of the Headmaster of Queen's College, has passed the recent matriculation examination at the London University. He has been in the Jesuit College of Stonyhurst for over seven years. In his last year, as a rhetorician, he was vice-captain of the School and captain of the football, hockey and cricket teams. He is now leaving Stonyhurst to join the Rosworthy Agricultural College, near Adelaide, in South Australia.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN CHINA.

DR. MORRISON PROTESTS AGAINST HYSTERICAL FORECASTS OF DISRUPTION.

LONDON, August 23rd.
The *Times* publishes a lengthy letter from Dr. Morrison, who is now in London, protesting against the alarming reports which come from China and the hysterical forecasts of disruption appearing in the English Press. Dr. Morrison states that when he left China the conditions everywhere were improving, and he dwells upon the cordial relations of President Yuan Shih-kai with General Li Yuan-hung and Dr. Sun Yat-sen, as well as upon the high character of the present members of the Government and upon the administrative reforms which have been introduced.

EMIGRATION TO AUSTRALIA.

LONDON, August 23rd.

The Hon. W. L. Bailleau, Minister of Public Works and Health, Victoria, in a communication to Reuter's Agency regarding the growth of emigration to Australia, points out that in nine years the number of immigrants—nearly all from Great Britain—has risen from 500 to 100,000 annually. Unfortunately Australia was handicapped by lack of shipping accommodation. Official returns, published yesterday, show that 184,344 emigrants left Britain in the first seven months of 1912. The emigration to Canada is decreasing, while that to Australia is increasing.

GERMANY AND THE OLYMPIC GAMES.

LONDON, August 23rd.

The *Daily Mail* states that the Berlin Government will probably make a grant of 5,000 (?) marks) annually from now to 1916 to ensure worthy representation by Berlin at the Olympic Games.

THE LATE "GENERAL" BOOTH.

LONDON, August 23rd.

Reuter's correspondent at Brisbane wires that, on the motion of the President, the Assembly passed a resolution of sympathy on the death of "General" Booth by standing up.

A SALVATION ARMY CAMPAIGN IN CHINA CONTEMPLATED.

The *Daily Chronicle* publishes an interview with Bramwell Booth, who says there is no doubt that the military system of the Salvation Army will be maintained. He believed there was still an immense amount of work to be done in the lowest strata of society and also in the service of foreign and colonial governments. The Army must do something for China. "I think," he said, "we will make that one of our next steps." He expressed thanks for the world-wide messages of condolence received, and concluded in these words, "My message is that the spirit of the old 'General' will still go marching with the Army. To my soldiers I say 'Let us honour Christ and live to have Him.'"

Instructions have been given for the body of "General" Booth to be removed to Clapton for the lying-in-state to-morrow and Saturday. A movement is on foot to have the deceased "General" buried at Westminster Abbey.

TROUBLED MOROCCO.

LONDON, August 23rd.

The Europeans from Marrakesh, where the Pretender has been proclaimed, were stopped near Safi and compelled to pay heavy ransom.

Reuter's correspondent at Tangier wires that the Pretender El Hiba has entered Marrakesh after fighting Kaid El Glawi, who is remaining loyal to the French. The Pretender's troops besieged the house in which the French Consul and the French police instructors were gathered.

INTERNATIONAL LAWN TENNIS.

LONDON, August 23rd.

America has withdrawn from the Davis Cup, and Great Britain thus meets Australia, the holders.

[THROUGH REUTER'S AGENCY.]

AMERICAN PRESIDENTIAL CAMPAIGN.

LONDON, August 23rd.

A Washington message states that the indications point to a hot political campaign owing to the allegations made in the Senate by Senator Penrose of Pennsylvania that the trusts had contributed large sums to Mr. Roosevelt's campaign in 1904. Mr. Roosevelt publishes letters showing that he had forbidden the acceptance of such contributions.

NEW YORK GAMBLING SCANDALS.

LONDON, August 23rd.

A message from New York is to the effect that \$5,000 reward has been anonymously placed at the disposal of the district attorney for the arrest of "Lefty Louis" and "Gyp the Blood," wanted to complete the round up of persons suspected of complicity in the murder of Rosenthal. The police are not eligible for the reward. The district attorney is receiving written threats of death.

THE SITUATION IN ULSTER.

A LIBERAL SUGGESTION.

LONDON, August 23rd.

The *Westminster Gazette* in discussing the question of a separate assembly for Ulster says the Liberals would willingly listen to any reasonable arguments on that subject. What the Imperial Government cannot contemplate is defiance like the Ulster covenant, which would put an end to orderly government. It believes that the Ulster Parliament would not last long for the same reasons which brought Natal within the union of South Africa.

ALLEGED SPY DISCHARGED.

LONDON, August 23rd.

The Belgian named Quetalet, arrested at Calway on suspicion of espionage, has been discharged, there being no evidence against him.

THE IMPERIAL TRADE COMMISSION.

LONDON, August 23rd.

Mr. Arnold Morley has confirmed the report that the Commission has completed its preliminary arrangements, and when it re-assembles in the United Kingdom in October it will take evidence.

THE STATE OF THE BALKANS.

LONDON, August 23rd.

France has accepted Count Berchtold's proposal for an exchange of views between the Powers as to the state of the Balkans.

The Montenegrins are withdrawing from Berana.

A Constantinople telegram states that the departure for Europe of Ferdinand, Tsar of Bulgaria, and M. Gueshoff, President of Council and Foreign Minister, and also the departure of the Austrian Ambassador on a holiday is regarded as reassuring.

KID MC'COY.

LONDON, August 23rd.

The Magistrate at Bow Street has exonerated Kid Mc'Coey, who was arrested on a warrant charging him with larceny at Ostend, and dismissed the case.

TEST CRICKET.

ENGLAND WINS.

LONDON, August 23rd.

In bright weather, after rain had fallen heavily overnight, the Test Match was resumed at the Oval on Thursday. There was an attendance of 12,000. The wicket was difficult, and England concluded their second innings for 175, Fry scoring 79 and Douglas 24. Hazlett had seven wickets for 25 runs, taking the last five for one run. Australia's second innings only realised 65, of which Macartney made 30. Dean took four wickets for 19 runs and Woolley five wickets for 20.

England therefore wins this test match by 410 runs to 176, a majority of 234. Had England put in Australia for their second innings immediately after the first venture, there is no reason why they should not have won by an innings. England secures the triangular championship.

CANTON.

[FROM OUR OWN CORRESPONDENT.]

August 22nd.

MONOPOLIES.

Under the old Government one of the great means of raising revenue was collecting money paid by certain merchants for monopolies. After the Revolution these monopolies were done away with and all merchants and shopkeepers were much pleased thereat. However, this means of raising money has been gradually coming into force again and the sole right to trade in particular goods in certain districts has been sold to the highest bidder just as before. In the Chui Chow prefecture a merchant petitioned the Government the other day to grant him a monopoly of the meat trade, for which he was willing to pay annually a specified sum. This was agreed to at once, so it would appear that this is once more to become one of the recognised means of filling the treasury.

REVENUE AND EXPENDITURE.

One of the native papers publishes the following statement of the monthly income and expenditure for the whole province. The income from all sources is stated to be very little over a million dollars, while the expenditure is two and a half million dollars. If this state of affairs is correct, and there must be a lot of truth in it, it is not difficult to see that the financial position is a very grave one and not easily to be solved. The longer this state of affairs is allowed to go on the more serious it becomes, and the present policy, which seems to consist of putting off the day of reckoning as much as possible, is more than unsatisfactory.

DISTURBANCE IN TUNG KWON.

News has just come to hand of a serious robbery and disturbance in the district of Tung Kwoon. A number of well-armed robbers disguised as soldiers threw bombs into a pawnbroker's shop, and besides doing a lot of damage wounded four of the assistants in the shop. They afterwards entered and held up the place, while they made off with everything of value they could find. The value of the goods stolen amounts to over a thousand dollars. The robbers, however, did not get clear away and opened fire on a number of people who collected and chased them. A general fracas ensued and two of the villagers and one of the robbers were killed, while later on one of the robbers was captured. Soldiers have been despatched to restore order and give protection to the villagers, who are greatly alarmed over the incident.

THE YUET HAN RAILWAY.

The proposal to nationalise the Yuet Han Railway, as expected, caused great opposition from the merchants. A meeting of the shareholders and others interested was held, and it was unanimous in protesting against this course, and pointed out to the Government that this same question before caused a lot of trouble both in the last Government and at the beginning of the present Government. The railway is practically owned and under the management of merchants in Canton and feeling is very strong on the matter.

MODERN BUILDING MATERIAL.

Under the above heading the well-known Special Machinery Works, Dr. Gaspari & Co., of Markranstadt, near Leipzig, have lately issued a splendidly got-up booklet, in which the utilisation of apparently useless raw materials like sand, gravel, stones, quarry waste, slag, saw dust, etc., for building purposes is fully dealt with.

The little book should rouse the interest of many, as the raw materials mentioned above are found in all parts of the world and good and cheap building material is wanted everywhere. Starting with the manufacture of cement bricks, the production of hollow block cement roofing tiles, slabs for house floors, court yards and streets, sewer and drain pipes and many other concrete articles like stair steps, baths, troughs, grave decorations, cement boards, etc., are successively described. Good illustrations of buildings that have already been erected by using concrete building material are found in the booklet, and also of machines and moulds necessary for their manufacture, are mentioned therein.

The firm has gathered valuable experience especially in the construction of machinery used for the utilisation of raw materials that are often uselessly lying about and has supplied plants for an output for operation by hand up to large power plants. We draw the attention of our readers to the illustrated booklet No. 208 published by Dr. Gaspari & Co., Markranstadt, near Leipzig.

SHAMHEEN MUNICIPAL COUNCIL.

The following minutes of the ordinary meeting held on 21st August, at 6.30 p.m., have been forwarded to us for publication:

Present:—Messrs. T. E. Griffith (Chairman), C. Ahrendt, L. H. Gilman, R. C. Martin, O. V. Lanning and the Secretary. Minutes of the last meeting were read and confirmed.

SANITARY.

Correspondence with Messrs. Brockelmann & Co. relative to certain unsanitary buildings was submitted. The Officer of Health had been given all facilities to make a thorough inspection of the premises and his recommendations are being carried out. As soon as the alterations are completed the premises will undergo a final inspection.

HEALTH.

Certain correspondence relative to recent infectious cases was read. During the past month the health of the Concession has been satisfactory.

POLICE.

The petition submitted at last meeting anent an increase of pay to the force has been satisfactorily settled by the Chairman. Acting Superintendent Gray has asked permission to resign at end of month, in order to take up another situation in Shanghai, which was granted. It was decided to accept the application of Mr. Alison, at present constable to H.M.'s Consulate General, for the position of Superintendent.

LICENCE.

It has been deemed necessary to request the Canton Club Committee to apply for a licence in connection with the Club Theatre, terms of which were discussed and decided.

DEFENCE CORPS.

The Chairman explained that it had not been possible to get a suitable area for rifle and maxim practice either on the Concession or in the vicinity; consequently the corps had been unable to make itself efficient in this direction. Through the courtesy of Major Barrett, 120th Bal. Infantry, application has been made to H.E. the G.O.C. at Hongkong for permission to form a Camp in the New Territory, to which units of the corps could go for week-end practice, etc. The thanks of the Council are due to H.E. the G.O.C. and Military Authorities for having sanctioned this application, and it is hoped to be able to get the camp together for next week-end, when the first contingent will be told off to proceed thither for practice. Maxim and rifles are also being supplied, so that the unit will be able to go without arms by the Canton-Kowloon Railway and special terms are being arranged with the latter for such transit.

A maxim gun has been taken over from the Naval Authorities on behalf of the Corps, for which the Council will be responsible.

Mr. Griffith, Commandant of the Corps, notified the appointments of Mr. H. Chasen to be Adjutant and Mr. H. Sutton Quartermaster-Sergeant to the Corps.

GENERAL.

The Chairman discussed further matters and incidentally informed the meeting that the partial boycott by servants employed in certain foreign homes on the Concession had his attention and he hoped that the trouble would be amicably arranged in a day or two. The meeting then adjourned.

R. MATHIESON,

Secretary.

SOLDIERS HOLD UP S.S. "IRENE" AT NANKING.

It has been reported that the China Merchants' s.s. "Irene," which had been despatched to Nanking to embark disembarked troops for Canton, had considerable difficulty in getting away from the Yangtze Ports on account of trouble between the troops and the Military authorities regarding the payment of arrears of wages. After the soldiers had been taken on board, it appears that they failed to obtain the wages which had been promised them, and in consequence they prevented the steamer from casting off from her moorings. They not only assailed the Chinese wharf coolies, who attempted to throw off the havers, but they assumed a threatening attitude towards the Captain and officers of the ship, who had ultimately to go ashore and take up their quarters in a hotel. After some consultation between the military authorities and the crew, the ship was allowed to proceed on her voyage, the officers being recalled from the shore.

The ship is now on her way to Canton—China Republic.

"LIVERPOOL OF THE PACIFIC."

NEW WESTMINSTER AND THE OPENING OF THE PANAMA CANAL.

Situated about twelve miles from the mouth of the Fraser River, New Westminster is one of the ports on the Pacific Coast that will benefit enormously by the opening of the Panama Canal. To-day it is a beautiful and thriving city, and when it is remembered that in 1898 the city was practically destroyed by fire, one can only marvel at the enterprise of the citizens. For many years after the fire there was a period of something like stagnation in the city, but the progress of the city during the past five years has been remarkable. Not only is the city endowed with all the advantages of a good harbour, but its citizens know how to make the most of these advantages. Without any appearance of "boasting" New Westminster men are quietly determined to make their city known as a city of progress which recognises its wonderful advantages, and to make known the great opportunities which exist within its boundaries to everyone who is energetic and willing to assist in the establishing on a firm basis of a great maritime manufacturing and industrial centre.

A CERTAIN FUTURE.

When I was in New Westminster a few weeks ago I was greatly impressed by the chorus of praises which I heard on every side of the Mayor, Mr. John A. Lee, who, I was told, was the man who was making New Westminster. I met Mr. Lee and found him enthusiastic about his city's prospects. Every good Canadian citizen is optimistic about the future of his own city, but Mr. Lee goes further than mere optimism; there is a feeling of absolute certainty in what he has to say about New Westminster. Talking of the effect of the opening of the Panama Canal would have upon the city, Mr. Lee said that it was impossible to overstate the prosperity of New Westminster as a Pacific port. "We believe so much in the future of our city that we are straining every nerve in preparing to meet the enormous traffic that will inevitably come to this city. We have had plans completed for developing it equal to taking care of any quantity of shipping that may come to the Pacific Coast when the Canal is opened."

HARBOUR SCHEME.

"At present New Westminster is the only city on the coast that has put forward any comprehensive harbour scheme. We have gone about our plans with an eye to the future, and our scheme is capable of extension for twenty-five years to come. One great advantage we have is that in deepening the harbour we have only to deal with silt and sand. There is no rock to be removed; the expense, although necessarily very great, is therefore the lowest possible for such a large undertaking."

"No city in the West of Canada," continued Mr. Lee, "possesses better transportation facilities. The C.N.R. transports direct from the Atlantic Coast, and within a short time—in about two years—will have their new transcontinental running to the city. The Great Northern also provides transportation to all parts of the United States, whilst the British Columbia Electric Railway runs through the fertile Fraser Valley to and from the city of Chilliwack over sixty miles away. The C.P.R. also runs into the city. What we have got to do now is to make New Westminster a great port, large enough to meet the trade that is bound to come to it. An eminent harbour engineer told me that we have here at New Westminster facilities for handling grain that cannot be equalled in another Pacific harbour, and our business is to make the most of our natural advantages."

"We have had plans made by one of the most eminent harbour engineers. He has evolved a scheme that will accommodate a very large tonnage. The scheme is the building of docks in a channel of the river between two islands, both of which are level and suitable for railway and industrial development. One great advantage about New Westminster harbour is that it is a freshwater port. Ships when they have been to sea for some time get foul, and on arrival at a seaport have to be scraped of time and money. A few days in a fresh water harbour will clean the ship automatically. The animal life that has fouled the hull of a ship cannot live in fresh water, and so it all falls off in a freshwater port and leaves the hull perfectly clean. In old days ships used to be sent after a long sea voyage into the Fraser River to get clean."

"Our plans of harbour improvement are devised to enable vessels to berth at any of the fifteen or sixteen docks designed, each 600 ft. in length by various widths. The depth of the water at these docks is to be 30 ft. at low tide. The importance of these works is very great. It is estimated by experts that the opening of the Panama Canal will tax every available harbour on the Pacific Coast to the utmost capacity. Some of the American cities are spending millions of dollars in the endeavour to get a freshwater harbour."

AMERICAN RIVALRY.

"In order to get such a harbour for Seattle it is necessary to build two large canals to bring the city into communication with two lakes. Portland, Oregon, has the same case and it has

protected harbour and river improvements, they feel confident that no other place offers such inducements for the establishment of factories, warehouses and industrial plants as the foreshore of the harbour of New Westminster.

"We have made great strides within the past few years. In 1891 the population of New Westminster was only 6,678 and it only increased to 12,199 in the following seventeen years; whereas the end of 1911 saw the population increased to 15,000, and to-day it is 18,000. To-day the influx of newcomers is steady, and within a few years we shall double our present figures."—Canadian Mail.

AT KRUPP'S

THE GERMANIA DOCKYARD.

The question of the increase of the German Navy, now being agitated in the Reichstag, affords a topical interest to the Germania Dockyard, where so many German warships have been constructed and from which so many more are likely to issue in the immediate future. It is situated near the old town of Kiel and at the bottom of that magnificent inlet of the Baltic Sea which helps to render Kiel possibly one of the most easily defended naval stations in Northern Europe.

Curiously enough, it took its origin at Berlin. In 1892 a man named Eggels had there a small foundry and workshop for little machines. He employed only ten men. His enterprise prospered, however, and he devoted his attention to the manufacture of boilers and other machinery for ships. When a regular plan was drawn up, after the last war with France, for the building of a navy, the firm of Eggels became a limited company and undertook to build ships of all descriptions. In 1879 the dockyards of the North German Ship Constructing Company, created sixteen years previously, were purchased and increased on an ambitious scale. From that date till 1902, when they were taken over by the celebrated Krupp firm, they turned out seven vessels for the Imperial Navy, without reckoning torpedo-boats for Germany, Brazil, Turkey, and Spain, and a large number of merchant ships for various countries. The torpedo-boat G 21, launched in 1885, attained a speed of eighteen knots, a record one of those days.

55 ACRES OF WORKSHOPS.

The advent of the Krupp Company marked a still further advance. Huge sums were immediately spent on a practically new plant, to which enormous additions have since been made. A large staff and hundreds of workmen were carefully trained, and a keen look-out was maintained for men with new ideas. At present the Germania works may be classed among the most extensive and best equipped in existence. They cover almost fifty-five acres.

The building docks are eight in number. A ninth is projected for ships 225 metres long by 40 metres wide. Four of them are each enclosed in a sort of glass hall with an iron framework, so that work in them is not interrupted by cold or storms. The workshops for mechanics, copper-smiths, turners, etc., the engineering and tinplate departments, the foundries, and so forth, all disposed one above the other and in long galleries, extend over 14,000 square metres. The are among the best of their kind. Three thousand and six hundred metres of narrow gauge railway and 7,700 metres having the same gauge as the German railways run in all directions. Persons with a mechanical turn of mind may be interested to learn that no fewer than 160 steam cranes are scattered about all parts, and that two of these—on a swimming crane—are able to lift a load of 300 tons each. The whole place presents a well-nigh bewildering mass of offices, workshops, furnaces, shafts, and immense sheds and galleries whence thick clouds of smoke are belched forth day and night.

A STAFF OF 7,500.

The Krupp Company are thorough in all they take in hand. None understands better that the welfare of the workpeople is a valuable asset. Hence, their arrangements for the health, comfort, and amusement of their 7,500 hands keep pace with their other efforts. Two hundred and fifteen dwellings, containing from 3 to 5 rooms, are provided for the married men. Single ones may live in a roomy and commodious boarding-house built expressly for them. All these erections form a colony which comprises co-operative stores, two breakfast halls holding 1,100 persons, a bath-house with 45 shower baths and 8 baths in separate rooms, reading rooms, recreation rooms, a gymnastic hall, and a library well stocked with books of all kinds. For the clerks and better paid employees dwellings are supplied in and around Kiel.

Attention has been given almost exclusively to warships since the company entered into possession. From 1902 till the beginning of the present year they took orders for 8 battleships, 6 small cruisers, 1 artillery tender, 33 torpedo-boats, and 10 submarines from the German Government, in addition to others from Austria-Hungary, Russia, Turkey, Norway, Spain, China, Argentina, and Brazil. Thus it is easy to see at a glance how greatly they have contributed to the raising of the German fleet.

Moreover, a vast proportion of its best units proceed from their stocks. The Fatherland mostly owes her submarine fleet to their initiative and energy. They were the sole firm in Germany to turn the new development to account and to produce a satisfactory

adopt it. A severe struggle had to be waged with an Administration which, mainly organised by soldiers at the outset, was apt to subordinate naval views to military ones and make light of the particular requirements of the sea forces. At length six torpedo-boats were fitted with turbines, and their success was unquestionable. One of them, the G 194, with a forced speed of thirty-six knots, is still one of the fastest vessels in any fleet.

When we remember that, just over a generation ago, Germany obtained most—and certainly the best—of her warships and cruisers in France and England, the strides made in the Germania Dockyard and the gigantic building yards existing at Hamburg, Bremen, Stettin, Danzig, Elbing, and other places constitute a prodigious advance. The wonder becomes even greater owing to the fact that, with exceedingly few exceptions, only German labour and German material are employed.

Ship construction, however, is liable to considerable fluctuations which occasion serious loss of money. Several years ago the Krupp Company made provision for this by starting the manufacture of oil motors for use on shore and afloat. When the latter were yet in their tentative stage the possibilities they offered were fully grasped. No money or pains were spared to improve them. They have been made for more than three years, and almost invariably with the most gratifying results. Numbers of them have found their way into the Imperial Navy.

Nor should the achievements of the Germania works in the production of boilers be overlooked. In this respect they outstrip all their rivals in Germany. Varying opinions may be held regarding their exact value in comparison with those made in other countries. It is obvious, nevertheless, that they stand very high, since they are the only ones now in use in the German navy.—George Adams in the Daily Mail.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 23rd August state—

There has been a little more activity in the market for local stocks during the past week, and rates in some instances have improved. Sterling Rubbers have advanced further during the interval, and close with a good demand for London account. Fine Hard Para Rubber is quoted at 5/03 per lb. firm. Discount rates close at 3 per cent. (Bank of England) and 3 1/2 per cent. (open market). Bar Silver is quoted at 28 11/16d. spot, 28 9/16d. forward and Sterling T.T. at 1/11 1/2. Shanghai T.T. closes at 73 1/2. Consols are last quoted per "Reuter" at 75 1/2.

BANKS.—Hongkong and Shanghai have been booked in small lots at \$805 ex dividend, at which rate the market closes steady. The London rate is slightly better at \$82 10s. ex dividend.

MARINE INSURANCES.—Unions are a little firmer at \$795 to \$798 with small buyers, the selling rate now being somewhat doubtful at \$800. Canteons have again been done at \$237 1/2, at which rate the market closes with buyers. Yang-tzes are reported to have been sold in Shanghai at \$190 ex 73, the local market being a selling one at that figure.

FIRE INSURANCES.—Chinas have buyers at \$132, but at \$133 a few shares are probably obtainable. Hongkongs have been booked at \$355.

SHIPPING.—Hongkong, Canton and Macao are in request at \$203, China and Manila at \$9, Douglases at \$20, and Star Ferrys at \$42. Indo-Chinas have declined to a buying quotation of \$60. London still quoting 140/- middle price. Shell Transports are slightly easier with local sellers at 108/- and buyers at 105/- London quotes 107/6 middle price.

REFINERIES.—China Sugars after sales at \$116 are easier with probable sellers at \$110 1/2. Luxons are reported to have been done at \$30, market closing with sellers at \$33 1/2.

MINING.—Fronchs are unchanged at 73/9 middle price, London being a seller at 74/9 and buyer at 72/6. Heavwoods are procurable at 4/6 and Chinese Engineerings at 33/-. Rauba have buyers at \$3.00.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have advanced during the week from \$40 to \$43 1/2 with sales, market closing with sellers at the latter rate. Hongkong and Kowloon Wharves are firmer with sales and buyers at \$62. The quotations for New Amoy Docks, Shanghai Docks, and Shanghai and Hongkew Wharves are unchanged.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been booked at \$101 1/2 and \$102, closing with sellers at the latter rate. Kowloon Lands continue in request at \$24, but at \$34, and West Points at \$24, but again there is no business to report. Humphreys Estates have been booked at \$7 1/2 and are in further request. There are buyers of Hongkong Hotels at the improved rates of \$115 (old) and \$75 (new).

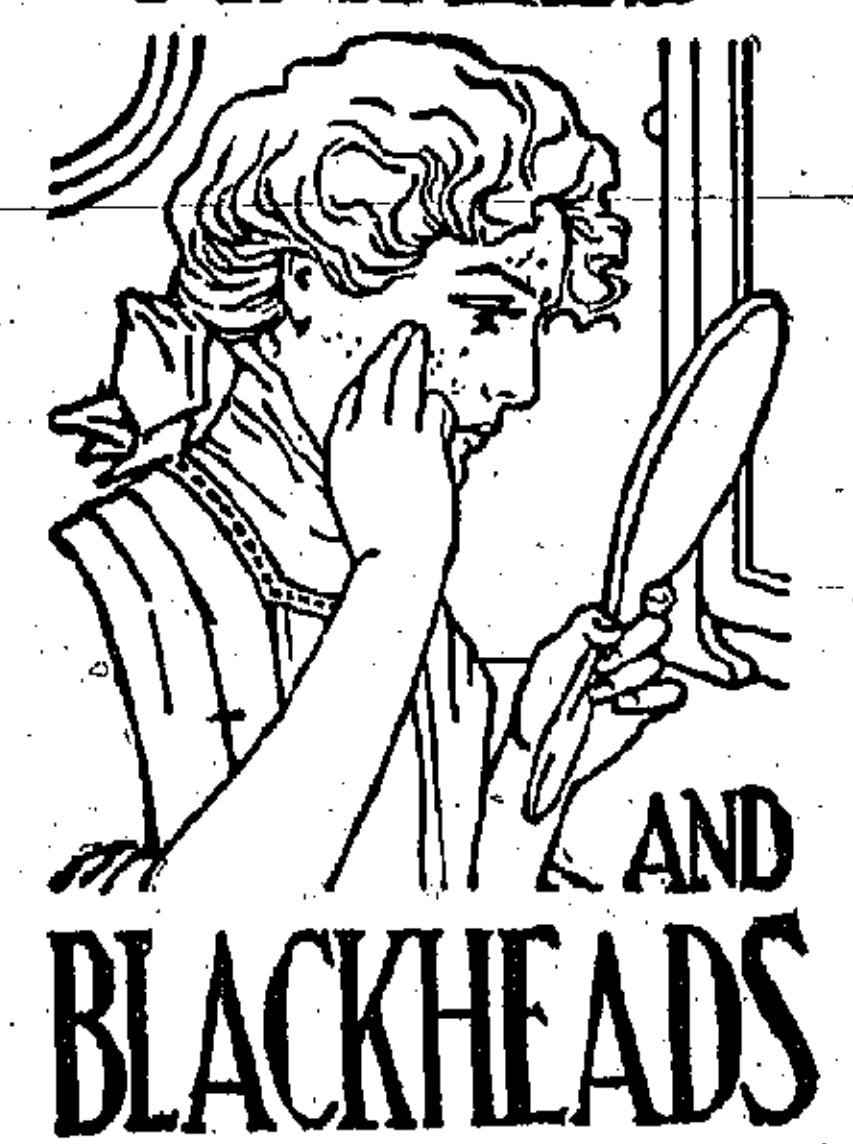
COTTON MILLS.—Ewos are firmer in the North with buyers at Tls. 98. Hongkongs are unchanged with probable sellers at \$5.

MISCELLANEOUS.—Dairy Farms are in request at \$22, Peak Farms at \$16 1/2, loss at \$165 ex dividend, Ropes at \$18 1/2, Watsons at \$190 and Powells at \$7. There are sellers of Cements at \$23, Steam Fisheries at \$3, and Langkats at Tls. 62 1/2.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire this morning:—United Serdangs 117/6 Saponis 22/6 London Asiatics 12/6 E. & I. Trusts 19/9 Rubber Trusts 11 1/3 premium.

INTIMATIONS

HOW TO TREAT PIMPLES



Successfully and speedily, at a trifling cost, is learned from the special directions which accompany Cuticura Soap and Cuticura Ointment. Sold by druggists and dealers everywhere. A liberal sample of each with 32-p. skin book, post-free from nearest depot, to all who desire to test before purchasing.

Depots: Newbury, 49, 51, 53, Charterhouse St., London; H. T. & Co., Sydney, N.S.W.; London, Ltd., 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

Chs. J. Gaupp & Co.,

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CHATER ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. Wear competent professionally and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

London Asiatics 12/6 E. & I. Trusts 19/9 Rubber Trusts 11 1/3 premium.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 35. Telephone No. 12. Telegraphic Address: Press. Codes: A.B.C. 5th Ed., Liebert's.

NEW ADVERTISEMENTS

NOTICE-TO-CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 25th instant will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 23rd August, 1912. [92]

S.S. "CALEDONIAN." COMPAGNIE DES MESSEAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex "Medoa" from Havre ex "s.s. de Cetta" in connection with the Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 25th inst., at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 31st inst., or they will not be recognized. All damaged packages will be examined on the 29th inst., at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent. Hongkong, 22nd August, 1912. [2]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT is now ready and contains:—

Far Eastern News.

Leading Articles:—

Crime in Hongkong.

The Mineral Wealth of China.

The China Loan.

Dr. Sun Yat-sen.

The Outrage at Cheung-Chau.

China's Mineral Wealth.

Random Reflections.

Hongkong News.

Burglary at Craigieburn.

"Truth" on Hongkong's Motor Regulations.

Motor Accidents.

Hongkong Legislative Council.

Sudden Death of Mr. C. Koenig.

Shanghai Tennis Champion.

Correspondence:—

The Cheung Chau Robbery.

The Burglary Epidemic.

The New Attorney-General.

British Police Station Raided.

Chinese Wood Oil.

Supreme Court.

Korean Sugar.

Foreign Advertisements.

Hongkong Gymkhana Club.

Prospect of a Loan.

Company Meetings:—

Hongkong and Shanghai Banking Corporation.

The Indo-China Steam Navigation Co., Ltd.

Company Report:—

William Powell, Ltd.

Christian Converts in Korea.

Canton News.

A Hongkong Enterprise.

Telegrams.

Shipping Notes.

The Republic of China.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 24th August, 1912.

AUCTION

PUBLIC AUCTION. BY ORDER OF THE EXECUTORS OF THE WILL OF THE LATE MR. H. N. COOPER. THE VERY VALUABLE LEASEHOLD PROPERTIES Situate and being Nos. 2, 4, 6, 8, 10, and 12, Mosque Street, VICTORIA, HONGKONG, to be sold by PUBLIC AUCTION

on FRIDAY, the 30th day of August, 1912, at 12 o'clock Noon, IN SIX LOTS, BY

Messrs. HUGHES & HOUGH Auctioneers, At their Auction Rooms, at No. 8 Des Vaux Road, Central.

The Properties consist of:— Lot 1.—The piece of ground and premises thereon known as No. 12, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and registered in the Land Office as SUBSECTION 2 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 1 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,054 square feet or thereabouts.

Proportion of Crown Rent, \$4.00 per annum.

Lot 2.—The piece of ground and premises thereon known as No. 10, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 2 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,119 square feet or thereabouts.

Proportion of Crown Rent, \$1.12 per annum.

Lot 3.—The piece of ground and premises thereon known as No. 8, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 1 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 3 of SECTION B OF INLAND LOT No. 58.

Total area, 2,167 square feet or thereabouts.

Proportion of Crown Rent, \$1.13 per annum.

Lot 4.—The piece of ground and premises thereon known as No. 6, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as SUBSECTION 3 of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,180 square feet or thereabouts.

Proportion of Crown Rent, \$1.29 per annum.

Lot 5.—The piece of ground and premises thereon known as No. 4, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as SUBSECTION 5 of SECTION B OF INLAND LOT No. 58.

Total Area, 2,168 square feet or thereabouts.

Proportion of Crown Rent, \$1.28 per annum.

Lot 6.—The piece of ground and premises thereon known as No. 2, Mosque Street, with the appurtenances thereto held for the residue of a term of 999 years from the 1st September, 1857, and intended to be registered in the Land Office as THE REMAINING PORTION OF SUBSECTION 3 (or THE REMAINING PORTION) of SECTION A OF INLAND LOT No. 58. Together with a small strip of ground adjoining intended to be registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 58.

Total Area, 2,851 square feet or thereabouts.

Proportion of Crown Rent, \$1.63 per annum.

The Properties are sold subject to the right of way of adjoining owners along the basement floors on the south side thereof.

The Sale Plan showing the above mentioned Lots may be inspected before the Sale either at the Office of the Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road, Central, or at the Office of Messrs. HUGHES & HOUGH, The Auctioneers.

Hongkong, 7th August, 1912. [968]

INTIMATIONS

LANE, CRAWFORD & Co.

FURNITURE DEPT.

TELEPHONE 97.

NOW SHOWING

ALL BRASS ARABIAN and FOUR POST BEDSTEADS.

CHAIN, BOX SPRING and HAIR MATTRESSES.

BLACK and BRASS BEDSTEADS.

TEAKWOOD BEDSTEADS.

HOSPITAL BEDSTEADS.

and

CHILDREN'S COTS.

LANE, CRAWFORD & Co.

INTIMATIONS

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1912, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 19th August, Current, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors, N. J. STABB, Chief Manager.

Hongkong, 17th August, 1912. [1001]

KOWLOON-CANTON RAILWAY. (BRITISH SECTION.)

NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that on and from SUNDAY, 25th inst., and on each succeeding Sunday until further Notice and also on Public Holidays, an additional Train will leave Kowloon at 10.15 a.m. for FANLING. For the convenience of Golfers this Train will stop at the Crossing near the Golf Links at Fanling.

By Order, H. P. WINSLOW, Manager.

Kowloon, 20th August, 1912. [1007]

NOTICE.

MR. W. LOGAN having resigned his appointment with this Company as from the 15th June, 1912, We hereby Give Notice that his Power of Attorney is withdrawn. DAVID SASSOON & Co., Ltd. Hongkong, 20th August, 1912. [1004]

FOR SALE or TO LET.

Furnished or Unfurnished.

"LEWKNOR," No. 116, The Peak.

Full Particulars of Price or Rent can be obtained from—

Messrs. JOHNSON, STOKES & MASTER, Solicitors.

Prince's Buildings, 100 House Street. Hongkong, 14th August, 1912. [993]

TO BE SOLD.

AT THE PEAK.

DENNIS & BOWLEY, Solicitors.

2, Connaught Road Central. Hongkong, 13th August, 1912. [982]

HOUSES and a BUILDING SITE.

PUBLIC AUCTION

OF VALUABLE LEASEHOLD PROPERTY.

MR. GEO. P. LAMBERT has received instructions from Messrs. PERCY SMITH, SETH and FLEMING, Liquidators of GEO. FENWICK & Co., Ltd. (in Liquidation), to Sell by Public Auction,

On THURSDAY, the 29th August, 1912, at 12 o'clock (Noon), at his Sales Rooms, Duddell Street,

THE VALUABLE LEASEHOLD PROPERTY Registered as Marine Lot 235, containing an area of 201,132 square feet (or thereabout). Annual Crown Rent \$2,069 (held under a Crown Lease for Seventy-Five Years from 31st March, 1904).

The above lot has a well-built seawall and is very suitable for Godowns or Factories.

also A permanent Pier.

For further particulars apply to

GEO. P. LAMBERT, Auctioneer.

or PERCY SMITH, SETH & FLEMING, The Liquidators.

Hongkong, 22nd August, 1912. [1009]

BANK

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay Calcutta Canton Cebu Colon Hankow Hongkong Kobe Manila Mexico Panama Peking San Francisco Shanghai Yokohama

CAPITAL AND RESERVE ... \$6,800,000

about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 30th July, 1912. [644]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital ... Yen 10,000,000

Capital Subscribed (paid up) ... Yen 6,250,000

Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:—

Amoy Anying Canton Cebu Fuzhou Keelung

Swatow Taiwan Tamsui Nagasaki Tokyo Osaka Shanghai Yokohama

HONGKONG OFFICE: 3, DES VEAUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TRUDZURABARA, Manager.

Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Chief Manager.

Hongkong, 1st July, 1911. [20]

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK. (NEDERLANDS INDIA COMMERCIAL BANK.) ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000) Paid up Capital Fl. 14,935,350 (£1,242,112) Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DRAGONS BANK, SWISS BANKING CO.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELLEN, Acting Manager, No. 8, Des Vaux Road Central, Hongkong, 7th August, 1912. [22]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,500,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:—

Amoy-Hankow Canton-Hankow

Calcutta London San Francisco

Changshun Lyons Shanghai

Dairen (Dalny) Nagasaki Tientsin

Fongshan (Mukden) Newchwang Tientsin

Hankow New York Tokyo

Honolulu Osaka Peking

Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:—

STERLING \$1,500,000 at 2/—=\$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS: E. SHILLING, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., W. L. Patterson, Esq.

G. F. FRIEDLAND, Esq., Hon. Mr. C. H. Row.

G. S. GUBLEY, Esq., H. A. Siebs, Esq.

G. R. LAURENS, Esq.

CHIEF MANAGER: Hongkong—N. J. STABB.

ACTING MANAGER: Shanghai—A. G. STEPHEN.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 1/



FRANCO PIPER'S OPINION.

How The World's Great Banjo Soloist Was
Convinced Of The Restorative Value Of
Dr. Williams' Pink Pills.

Mr. Franco Piper, who has lately been fulfilling an engagement at the Alhambra Theatre, Leicester Square, London, and drawing enormous audiences, enjoys the distinction of being the World's greatest Banjo Juggler and Soloist. He is assisted in his performances by his wife, and how Mrs. Piper converted him from scepticism to a most enthusiastic belief in the tonic virtues of Dr. Williams' Pink Pills for Pale People he explains in the communication which, with his permission, we publish here.

"My wife had on various occasions taken Dr. Williams' Pink Pills when feeling run down, for she credited them with having saved her life as a girl though medical men had given her case up," said Mr. Piper. "At that time I certainly thought all this mere fancy and did my best to make her think so."

"When in Leeds a few years ago necessity arose to call in a physician to my wife, and I thought the chance a good one to convince her. Judge of my astonishment when my medical friend (who is at the head of a leading hospital) turned round and exclaimed, 'Why, Piper, they are just the thing for her.' Indeed he praised Dr. Williams' Pink Pills so highly that my scepticism was dispelled entirely, and I felt that I could no longer oppose my wife's belief in them, backed up as it was by such learned and weighty evidence."

Begin Your Own Cure To-day With

DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE.

士通力汽水

HOM-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.

Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 30 cents a dozen. SYPHONS. Then you know the water is pure, and contains no disease germs. With the

'PRANA'

SPARKLET SYPHON

and a dozen Bubbles you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell 'PRANA' SPARKLET SYPHONS AND DUBLES.

Price of
SYPHON 20 each. 1 BULBS 90 cts. per box.
WHOLESALE PRICES:
SYPHON per doz. ... \$16.00 F.O.B.
BULBS per doz. boxes ... \$8.00 F.O.B.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
245 and 248, Des Voeux Road, Central,
HONGKONG.

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行生廣港香
公司限有

London Buying Agents

Of We offer you our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staff, manage different departments, buying the best quality goods at the lowest prices, giving our customers all the advantages of wide experience, and ensuring the requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.
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"Victoria," "Kew," "London," etc.

FOR SALE.

GAS COMPRESSOR WITH ELECTRIC MOTOR AND FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

MANAGER,
"Hongkong Daily Press" Office
Hongkong, 15th March, 1912.

KEATING'S
WORM TABLETS

A purely
Vegetable
Sweetened
Keating's Worm Tablets furnish a most
effective method of administering the
only certain remedy for Intestinal or
Thread Worms. Perfectly safe, mild,
and especially adapted for children.
To be obtained of all Druggists.
Prepared by J. H. KEATING,
London, Eng.

Big G
A safe and reliable remedy
for treating diseases of all
internal membranes, such as
discharges from nose, throat,
lungs and urinary organs.
AT CHEMISTS
Why not cure yourself?
Treatise with each bottle
sent on request.
The Great Chamberlain,
Cincinnati, Ohio
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DARLINGTON'S HANDBOOK.

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mended by the Queen to thank
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1s. THE HOTELS OF THE WORLD.
A Handbook to the leading Hotels throughout
the World.
Llangollen: DARLINGTON & Co.,
LONDON: SIMPKIN & Co.

THE PATH OF A HUNDRED
DEATHS.

BY
GUY THORNE.

(Author of "When It Was Dark," "A
Lost Cause," etc.)

(Continued from Page 6.)

The Marquis Matsumi had been in England for eight years now. He came of an ancient Samurai family in the highlands of Japan—his ancestry dated back unbroken for hundreds of years. But the westernising and modernising of the country had ruined him. Bit by bit his possessions fell into other hands. His feudal prestige departed, and as a young man he found himself short of all his ancient splendours with but a hundred or two pounds in the world, and his own way to make. His family had taken no part in the modernising of Japan. He was unknown at Court and in all the busy centres of his country. He determined to seek his fortunes in another land. He did so, however, with a strictly conservative mind, merely as a means to an end. The highland villagers still revered his name; civilisation had not penetrated very deeply in them. Had he but possessed the means he might have continued to live the life that was in his blood, and which was his ideal. He went out into the world determined to make a fortune, to make it quickly, and when that was done, to return to the land he loved, and once more to be the chief of his people. That was his sole, single-hearted aim, and from the very first moment, when almost penniless, he had landed at San Francisco, he pursued it without the slightest deviation. His intellect was of the highest possible order. He realised at once that as a means to an end he must accommodate himself to western life, learn all its secrets, in order to wrest from it the fortune he desired. He was unhampered by a single moral scruple. The suffering or pain of others weighed with him not a jot; he was a cool, calm intellect, and nothing more. The ordinary human passions of mankind seemed to have no place in his composition. He had one object in life, and that was all. During his years in America he lived as he himself only could tell. With extraordinary facility he educated himself to fight the requirements of modern life. He took his degree as a doctor in an American University. He became a scientist of some repute. Little by little, he accumulated money by means of which only he himself was aware. When he found himself thoroughly equipped he came to England. He had realised by this time that, while it was easy enough for him to make a comfortable income which would satisfy any ordinary desires, to amass the large capital he needed was a very different matter. Keen and acute as he was, his bent of mind was not that of the business man. To build up a fortune by honest commercial pursuits presented enormous difficulties to him; and above all, such a process was slow. He did not intend to waste the best years of his life in obtaining his desires, and then find, when he had done so, that he was incapable of enjoying the fruition of his single-hearted scheme of life that he must get rich quickly.

The essays into speculation turned out disastrously, and wisely he realized that to tempt the goddess of Chance was in all probability to court entire disaster. What, then, should he do? He surveyed the field before him, measuring and weighing his own personal equipment. And then, the quiet calm and dispassionate, came to the sinister conclusion—possible, perhaps, only to an eastern mind, unhampered by the slightest sense of conscience or remorse—that crime offered the only avenue to his desires. Settled in England, he became a student of crime, watching it and weighing it in all its ramifications. In the first place, he was amazed at the ineptitude and futility of the professional criminal. No professional criminal ever made a fortune or enjoyed immunity from punishment. This he saw was because the professional criminal, however great his cunning or resource, was, in the main, a non-intellectual man; while at the same time, he was hampered by human passions. The Marquis knew himself to be absolutely free from ordinary frailties; he knew himself, also, to possess a brain of the very highest order.

It remained a question as to what branch of crime he should devote his energies. Unimaginative and limited as he found the police, and the police systems of Europe, he saw that, nevertheless, they were complete and sufficient to deal with all ordinary cases of swindling and robbery. A man might pull off a great coup, but it was 99 chances to 100 that he would be discovered. Robbery—of all crimes, as he realised at once, murder had been hitherto in the hands of the amateur. The unfaithful wife, the clumsy doctor, the common assassin—one and all were incredibly child-like in their methods. Even the greatest professors of the art of murder were really only remarkable for their ineptitude and their mistakes.

With his scientific knowledge, with his vivid imagination and absolute callousness, it was not a difficult thing to become a secret murderer almost as safe from detection as any human being could possibly be.

It was one thing, however, to murder successfully; it was another to turn his hideous crime into a profitable account. This, too, in the course of time, he managed to do. Incredible as it sounds in the twentieth century, of which we are all so proud, he nevertheless became a king of professional assassins. Beneath the surface of civilised society, he found the old primal passions as strong and unbridled as ever. Lust, hatred, greed had lessened nothing of their power. Opportunity alone had been waiting, and this the man came upon the scene and supplied.

Experiments on Human Beings
have proved the body building
power of Bovril to be from
10 to 20 times the amount taken

Bovril

As Mr. Hughes and John Saltus had discovered with growing horror and suspicion, there were many convenient deaths in the highest circles of society which could never be traced to the quiet scientist of Bloomsbury, but which were, nevertheless, his work.

His crimes were as artistic and wonderfully finished as a chair by Sheraton or Chippendale.

To commit them, an organisation was necessary, and this, with infinite care, elaborate precaution, and true Eastern patience, he had gradually built up. There were many people who did his bidding blindly, who were well paid for their services, and who were restrained, not only by interest, but by the blackest fear, from betraying the slightest and most insignificant of his secrets. Yet he never made the mistake of trusting any of his underlings. The units of his little army did this or that. Each obeyed blindly, not knowing in the least what his or her services meant, realising only that they were pieces of mosaic in some great picture which they themselves would never see. No one was entrusted with too much. Four people were employed to do what one person might easily have done—in order that that one should have no clue as to the meaning and reality of the master's operations.

By this means the Japanese had rendered himself impregnable. His secrets were entirely his own, save only for his single partner, his one confidante, his absolutely necessary tool. Here he had been assisted not by his own efforts so much as by rather good luck. He had met the beautiful and popular Mrs. Albemarle by chance. She had become interested in him at once, and beneath the exterior of a fascinating and fashionable woman of the world, his keen intellect had discerned something unusual, something far out of the ordinary. He discovered a nature not absolutely bad at that moment, but strangely non-moral. He found in her a vivid imagination and a daring and reckless temperament. Adventure, secrecy, the sense of dealing with great forces, the love of tortuous intrigue were all strangely developed in this woman. He took up such cord in her nature, with subtle and devilish skill, turned them, played upon them, strengthened them until she became a perfect instrument for his hideous purpose. One thing only remained to render her his absolute tool. That thing came to pass. The woman who refused and disdained innumerable proffers of love, became madly enamoured of the little ice-cold Japanese. In her distorted brain, where good and evil were but names, he assumed the proportions of an absolute ruler and master of mankind. He took up such cord in her nature, with subtle and devilish skill, turned them, played upon them, strengthened them until she became a perfect instrument for his hideous purpose. One thing only remained to render her his absolute tool. That thing came to pass. The woman who refused and disdained innumerable proffers of love, became madly enamoured of the little ice-cold Japanese. 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RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, August 17th, 1912.

Messrs. LITTLE & EVATT'S List.	
Nom. Value	Buyers. Sellers.
2s Allagar	263 2510
2s Opatins	43 49
2s Anglo-Java	566 641
1 Anglo-Johore	663 8610
2s Anglo-Malay	146 156 x.d.
2s Anglo-Sumatra	779 808
1 Ayer Kuning	156 208
1 Bantong	408 426
2s Batang Malaka	1610 264
2s Batu Caves	245 268
1 Batu Tiga	796 834
1 Baurfort Borneo	189 208
1 Bukit Kajang	6183 62810
1 Bukit Lintang	858 908
2s Bukit Mertajam	284 2910
2s Bukit Rajah	23683 25333 x.d.
2s Bukit Selangor 199 pd.	104 dis. 85 dis.
2s Bukit Sembawang	156 157
2s Carey United 126 pd.	par 35 pm.
2s Castlefield	1058 1168
2s Chersonese	2610 363
2s options	46 18
2s Chimpul	161 183
2s Chota	261 264
2s Clocly	278 304
2s First	1441 1563
2s Consolidated Malay	1058 1116 x.d.
2s Damsara	263 297 x.d.
2s Dunlop	9 1083
2s Edinburgh	1808 1926 x.d.
2s Federal Selangor	4674 544
2s Galang Bear	738 791
2s Galang	639 739
2s Golden Hope	76 76
2s Halpin	70 1858
2s Harwood	48 481
2s Highland & Lowlands	70 748
2s Inch Kenneth	1308 1408
2s Joch	161 183
2s Johore R. Lands 106 pd.	28 63 pm.
2s Jura	146 156
2s Kampong Kwantang	463 4810
2s Kamuning	1476 1566
2s Kapar	146 154 x.d.
2s Kaptigall	126 139
2s Kijang	361 366
2s Komok f.p.d.	263 266 x.d.
2s Kota Tinggi	12574 13244
2s Kuala Lumpur	563 108 x.d.
2s Labu (F.M.B.)	576 626
2s Landrau	308 346 pm.
2s Lebuhr f.p.d.	276 298
2s Lianggi	118 117
2s London Asiatik	316 346
2s Lunel	2408 2526 x.d.
2s Maheon 747 Prof.	2413 256 x.d.
2s Oid	358 387
2s Malayan	358 387
2s Merlimau	358 387
2s Mount Austin	326 384 pm.
2s Nardal Vendors	28 288
2s Subs 158 pd.	86 156 pm.
2s N. Hummook	36 271 x.d.
2s Padang Jawa	36 3810
2s Pating	36 39 x.d.
2s Peger	36 36
2s Perak	36 763
2s Permas	206 228
2s Port Dickson Lukut f.p.	167
2s Port Dickson Lukut g.p.	318 dis.
2s Rembia Pref.	276 326
2s Rembia Ord. f.p.	126 46
2s R. Est of Johore 158 pd.	308 361
2s R. Est of Klang 106 pd.	96 pm. 2108
2s R. Invest Trust 106 pd.	1976 2108
2s Sagar	236 288 x.d.
2s Sapong	1008 1108
2s Seaford	376 408
2s Selangor	419 456
2s Selat W.	508 526 x.d.
2s Shelford	508 526 x.d.
2s Sialang	361 371
2s Singapore	188 189
2s Singapore United	48 464
2s Straits S. Baram	976 1063
2s Sumatra Para	889 967
2s Sungai Banya	381 419
2s Sungai Choh	718 808
2s Sungai Kapar	944 1083
2s Sungai Krian Pref.	276 306 x.d.
2s Sungai Sak	1026 1158
2s Sungai Way	1026 1158
2s Tanjong Malim 126 pd.	18 dis. 18 pm.
2s Tangkah Prof.	38 583
2s Telor	658 708
2s Telorejo	196 206
2s Trombaye	98 108
2s United Serdang	1108 1163
2s United Sna Belong	176 186
2s United Taming 126 pd.	163 184
2s Val d'Or	1610 264
2s Vallambrosa	236 246 x.d.
2s Yam Seng	6810 76 x.d.
2s Alor Gajah	180 195
2s Ayer Hitan	3525 3650
2s Ayer Kuning	069 070
2s Ayer Molek	265 275
2s Ayer Panas	708 708
2s Balaung	776 800 x.d.
2s Bukit Timah	1250 1400
2s Bukit K. B.	105 110
2s Bukit Katil	060 074
2s Bukit Jelutong	045 047
2s Changkat Serdang	678 685
2s Duff	625 635
2s Glenisly	140 150
2s Hayer	685 725
2s Indragiri	650 680
2s Jimah	046 048
2s Kelekat, 44.50 pd.	245 dis. 235 dis.
2s Kempas	280 290
2s Lunas	200 205
2s Malaka Pinda	1224 125
2s Malakoff	225 230
2s Mandai Tekong	042 042
2s Merqui	185 190
2s New Serendah	225 232
2s New Singapore	500 515
2s Nyalas	030 035
2s Pajam	1350 1400 x.d.
2s Pantai	100 105
2s Pulau Bulang, 94.00 pd.	300 285 dis.
2s Pungor	0574 063
2s Radella	1400 1510 x.d.
2s Sandycroft	1400 1507
2s Sungai Bagan	030 035
2s St. Helena	1675 1800
2s Tambak	0671 070
2s Teluk Anson	535 555
2s Trafalgar	110 115
2s Ulu Pandan	0623 065
2s United Malacca	080 086 x.d.
2s 50 Jelong	110 100

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENLOCHY,"
Captain E. J. Shallders, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 24th inst., at 10 A.M.
All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 17th August, 1912. [1002]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON"

Arrived Hongkong on 20th August, 1912.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 20th August, 1912. [1]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st prox., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.
Hongkong, 21st August, 1912. [1008]

SWEDISH EAST ASIATIC CO. LTD., GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"NIPPON"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Aug. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th Aug.
All Claims must reach us before the 31st Aug., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 21st August, 1912. [40]

NORDDUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.
All Claims must reach us before the 5th Sept., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDUTSCHER LLOYD, MELBOURNE & Co., General Agents.

Hongkong, 22nd August, 1912. [5]

INTIMATION

"DEATH to the WHITE ANT."

Thousands of Dollars Saved by the expenditure of as many cents by the use of

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47-1] HONGKONG AND CHINA.

NOTICES TO CONSIGNEES

FROM EUROPE.

THE H.A.L. Steamship

"PISA"

Captain Sach, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex.s.s. "Hamburg" from Göteborg.
Ex.s.s. "Agnes" from Norwiking.
Ex.s.s. "Kong Ring" from Skien.
Ex.s.s. "Sonek" from Copenhagen.
Ex.s.s. "Sonek" from Setubal.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 22nd August, 1912. [1010]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"ARRATON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.
Hongkong, 22nd August, 1912. [892]

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"STEAMER" ...	On 19th Oct.
"LORD CURZON" ...	On 20th Nov.
"LORD DERBY" ...	On 17th Dec.

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Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

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THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
* PERIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
* KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
* SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
* CHINA	10,200	TUESDAY,	24th Sept., at 1 P.M.
* MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
* NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.
* MONGOLIA	27,000	WEDNESDAY,	23rd Oct., at 1 P.M.
* PERSIA	9,000	TUESDAY,	12th Nov., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 24th August, 1912.

8 a.m. "HONAM." 8 a.m. "FATSHAN."
10 p.m. "KINSHAN." 5 p.m. "HEUNGSHAN."

SUNDAY, 25th August, 1912.

10 p.m. "FATSHAN." 4 p.m. "KIN-HAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 25th August.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)
MONTHLY EAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.
S.S. "KOEBER," 9,900 tons, will leave as above on 19th Oct., at 5 p.m.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "AUSTRIA," 14,300 tons, will leave as above on 29th August.

S.S. "AFRICA," 8,800 tons, will leave as above on 5th September, A.M.

S.S. "KOEBER," 9,900 tons, will leave as above on 5th Oct.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME and VENICE.

VIA SINGAPORE, PENANG, COLOMBO, HONKONG, KANAGAWA, ADEN, SUZ and PORT SAID.

S.S. "FORWARD," 12,000 tons, will leave as above on 1st September.

S.S. "AUSTRIA," will leave as above on 1st Oct.

S.S. "CHINA," 11,800 tons, will leave as above on 23rd September.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 24th August, 1912. Prince's Building. [155]

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATES OF SAILINGS.
SHANGHAI, YOKOHAMA, KOBÉ and MOJÍ ... "JAPAN" ... 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIKO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

CHURCH SERVICES.

UNION CHURCH, Kennedy Road. Preacher, Rev. C. H. Hickling. 11 a.m. Worship. Hymns, 495, 165, 160, 172. Chant 32. 12 noon. Communion. 6 p.m. Worship. Hymns 159, 186, 175, 187, 432.

St. John's Cathedral, Hongkong. 25th August, 12th Sunday after Trinity. Holy Communion 8.15 a.m. Matins (11 a.m.). Responses. Pericope: Venite, Ouseley: Psalm of the 25th morning: Te Deum, Lawes, Cooke, Hopkins: Benedictus, Troutbeck: Hymns, 4, 250, 298, Evensong (5.45 p.m.). (Full Choir.) Responses. Pericope: Psalm of the 25th evening: Magnificat and Nunc Dimittis, Goss in A.; Anthem, "O that thou hadst hearkened." Sullivan: Hymns, 23, 225. Sevenfold Amen. N.D.—Psalm 119, verses 75, 78, 80, 81, 86, 89, 94, 97, 103 G. P. in unison. Hymn 223, verses 2, 4. G. P. in unison.

BACON!

SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

THE

DAIRY FARM CO., LTD.

[30]

NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 P.M. every day, commencing from 13th August, to 13th September, for 1 Month only, owing to our Fasting Holidays.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong. Hongkong, 13th August, 1912. [50]

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG DAILY PRESS PRINTING WORKS
turn the Best Printing at Reasonable Price

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ... "KLEIST," Capt. L. MAASS, 17,000 {Wednesday, 4th Sept., at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ... "GOEBEN," Capt. G. LINDEMANN, 17,300 {About Wednesday, 4th Sept.

MANILA, YAP, MARONN, SAMAR, RAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE ... "PRINZ SIGISMUND," Capt. D. LENZ, 5,000 {Saturday, 7th Sept., at 9 A.M.

KOBE and YOKOHAMA ... "PRINZ WALDEMAR," Capt. H. BREMER, 6,100 {About Tuesday, 17th Sept.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. SEMBIL, 5,000 {Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New System of Teletypes.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 24th August, 1912

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 3,806 tons, Captain L. Y. Archdeacon, will be despatched for KOBE and MOJÍ on 28th Aug., at 1 P.M.
S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched to SHANGHAI, KOBE and MOJÍ on 7th Sept.

WESTWARD.

S.S. "ARRATOON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 28th August.
S.S. "JELUNGA," 3,361 tons, Capt. Macfadyen, will be despatched as above on 10th September.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 24th August, 1911.

AGENTS. [692]



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 31st Aug., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 7th Sept., 4 P.M.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. CO. [13]

Hongkong, 24th August, 1912

SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,410, E. T. Pilcher, 22nd August—Kobe 17th August, General—Gibb, Livingston & Co.
 CARMARTHENSHIRE, British str., 2,994, R. L. Daniel, 23rd August—Shanghai 20th August, General—Jardine, Matheson & Co.
 ESTONIA, Russian str., 2,701, J. Schaslaw, 23rd August—Mojoi 18th August, Nil—Melchers & Co.
 FRI, Norwegian str., 900, C. Wagle, 23rd August—Newchwang 14th August, General—Aagaard, Thorsen & Co.
 HAIMUN, British str., 615, Evans, 23rd August—Swatow 22nd August, General—Douglas, Lapraik & Co.
 JAPAN, British str., 6,083, L. Y. Archdeacon, 23rd August—Singapore 18th August, General—Order.
 KAIFONG, British str., 1,025, J. V. Sidford, 23rd August—Mantua 18th August, General—Butterfield & Swire.
 KWANGSANG, Chinese str., 23rd August—Canton.
 KWANGSANG, British str., 23rd August—Canton.
 LILLY RICKMERS, German str., 2,540, W. Fluschebusch, 23rd August—Vladivostok 16th August, Beans—Order.
 OTARU MARU No. 3, Japanese str., 2,669, F. Miyadani, 23rd August—Port Arthur 12th August, Coal—Mitsui Bussan Kaisha.
 YUSUEN, Chinese str., 1,070, E. H. Pratt, N.R., 23rd August—Tientsin 16th August, General—Chinese.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
 August 23rd.
 ESTONIA, Russian str., for Singapore.
 FRI, Norwegian str., for Canton.
 HANGCHOW, British str., for Shanghai.
 LARSEN, German str., for Saigon.
 LILLY RICKMERS, German str., for S'pore.
 PISA, British str., for Shanghai.
 YUSUEN, Chinese str., for Canton.

DEPARTURES.

August 23rd.
 CANDIA, British str., for London.
 HANGCHOW, British str., for Swatow.
 NIPPON, Swedish str., for Yokohama.
 PRINZ LUDWIG, German str., for S'hai.
 SUNKING, British str., for Haiphong.
 THODAS, Dutch str., for Yokohama.
 TILATAP, Dutch str., for Shanghai.

SHIPPING REPORTS.

The British str. Japan reports: Fine weather during voyage.

PASSENGERS.

ARRIVED.
 Per str. Japan, from Singapore, Mr. Campbell.
 Per Carmarthenshire, from Shanghai, P. Chivers.
 Per Aldenham, from Kobe, Mr. and Mrs. Noton and Miss Turt.
 Per Kaifong, from Manila, Mrs. H. L. McVey, Messrs. P. C. Kuegle, P. J. Brown and Vincente R. Lin.
 DEPARTED.
 Per str. Ludvig, for Yokohama, Mr. F. S. Odour, for Shanghai, Mr. C. W. D. Conacher, Mr. C. M. Hayward, Mr. and Mrs. L. J. Lopez, Mr. Walter Kemp, for Tsingtau, Miss E. Abramovich.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. Korea arrived at Manila on the 20th August, between noon and 2 p.m., and will sail from that port on the 24th August between 2 and 4 p.m., and is due to arrive here on the 26th August.
 The T.K.K. str. Shimo Maru arrived at Yokohama from Honolulu on the 19th August, left for Hongkong on the 21st August, and is due here on the 30th August.
 The P.M. str. Siberia left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.
 The T.K.K. str. Chigo Maru arrived at San Francisco from Honolulu on the 19th August, and sails for Hongkong via usual ports of call on the 31st August.
 THE AUSTRALIAN MAIL.
 The E. & A. str. Empire left Port Darwin on the 17th August, for this port (via Timor and Manila).
 THE CANADIAN MAIL.
 The C.P.R. Co's R. M.S. Empress of Japan left Vancouver, B.C., for Hongkong (via usual ports of call) on Wednesday, the 14th August, at a.m.
 MERCHANT STEAMERS.
 The str. Glenlogie left Rangoon on the 21st August for Hongkong via Penang and Singapore, and is expected to arrive here on the 2nd September.
 The Barber Line str. Saint Patrick left New York on the 26th July, for Hongkong and Far East via the Straits.
 The str. Glenfarg passed the Suez Canal on the 9th August for Hongkong via Straits.
 The "Mogul Line" str. Montrose sailed from United Kingdom on the 17th August for Hongkong via the Straits.
 The "Barber Line" str. Wray Castle sailed from New York on the 18th August for Hongkong via the Straits.
 The T.K.K. str. Hongkong Maru arrived at Coronel from Valparaiso on the 18th August and leaves there on her homeward journey to Hongkong on the 25th August.
 INDO-CHINA STEAM NAVIGATION CO., LTD.
 Yamsing, from Calcutta, is due in Hongkong 28th August.
 Yatsing, from Calcutta, is due in Hongkong 1st September.
 Fookang, from Shimonsu, is due in Hongkong 25th August.
 Laisang, from Shimonsu, is due in Hongkong 27th August.
 Hangang, from Shanghai, is due in Hongkong 25th August.
 SHIRE LINE.
 Den of Glamis, from London, is due in Hongkong 2nd September.
 BRITISH INDIA STEAM NAVIGATION CO., LTD.
 Itola, from Kobe, is due in Hongkong 28th August.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, nearest Hongkong "L", midway between Hongkong and Kowloon "M", and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blakes Pier

3. From Blakes Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & NO.	SECTION.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP	CARMARTHENSHIRE	Brit. str.	1	G. W. Cockman, R.N.R.	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
LONDON & ANTWERP via SINGAPORE, &c.	ALDENHAM	Brit. str.	1	F. J. Fox	P. & O. S. N. Co.	On 31st inst., at Noon
HAYRE & HAMBURG, &c.	GOLDENWELLS	Ger. str.	1	Dierckx	HAMBURG-AMERIKA LINE	About 4th Sept.
HAYRE, ROTTERDAM & HAMBURG, &c.	BIRGOVIA	Ger. str.	1	Griesthuis	HAMBURG-AMERIKA LINE	On 1st Sept.
HAYRE, BREMEN & HAMBURG, &c.	SCURVIA	Ger. str.	1	Hossau	HAMBURG-AMERIKA LINE	On 5th September.
HAYRE & HAMBURG, &c.	O. J. D. AHLERS	Ger. str.	1	Friebois	HAMBURG-AMERIKA LINE	On 12th September.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1	E. B. Mosses	HAMBURG-AMERIKA LINE	On 5th Oct.
MARSEILLES, HAYRE, HAMBURG & ANTWERP, &c.	PREUSSSEN	Ger. str.	1	Bahl	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.	INAPA MARU	Jap. str.	1	S. Tomioka	HAMBURG-AMERIKA LINE	On 16th Sept.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	CHICAGO MARU	Jap. str.	1	"	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN	CANADA MARU	Jap. str.	1	"	OSAKA SHOEN KAISHA	On 3rd Sept., at 1 P.M.
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	OSTERIO	Brit. str.	1	"	OSAKA SHOEN KAISHA	On 17th Sept., at 1 P.M.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	KLEIST	Ger. str.	1	"	THE BANK LINE LTD.	On 17th Sept.
NAPLES & ANTWERP	GLENLOGAN	Brit. str.	1	L. Meass	SHEWAN, TOMES & Co.	On 17th Sept.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	FORWARDERS	Brit. str.	1	J. McGregor	SHEWAN, TOMES & Co.	About 14th Sept.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	ATHOLL	Brit. str.	1	"	SANDER, WHEELER & Co.	On 1st Sept.
NEW YORK via SUEZ CANAL	INVERLYDE	Brit. str.	1	"	SANDER, WHEELER & Co.	On 19th Sept., at 5 P.M.
BOSTON & NEW YORK	AMERICA	Brit. str.	1	"	DODWELL & Co., Ltd.	To-day.
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	1	W. Faass	SHEWAN, TOMES & Co.	About 10th September.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2	"	HAMBURG-AMERIKA LINE	On 31st inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLE	Brit. str.	2	W. Davison	DODWELL & Co., Ltd.	About 19th Sept.
SAN FRANCISCO via AMOY, SHANGHAI & JAPAN, &c.	PEBIA	Am. str.	2	"	CANADIAN PACIFIC R. Co.	To-day, at 6 P.M.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIYO MARU	Jap. str.	2	H. S. Smith	CANADIAN PACIFIC R. Co.	On 5th Oct., at 5 P.M.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	KORO MARU	Jap. str.	2	"	PACIFIC MAIL S.S. Co.	On 10th Sept., at Noon.
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	2	"	TOYO KAISER KAISHA	On 3rd Oct., at 1 P.M.
AUSTRALIAN PORTS via MANILA	KORO MARU	Jap. str.	2	"	GIBB, LIVINGSTON & Co.	To-day, at 4 P.M.
AUSTRALIAN PORTS via MANILA	CHIEF	Brit. str.	2	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Brit. str.	2	E. Finlayson	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
CAPEPORTS via MAURITIUS	DUNDEE	Brit. str.	2	Tulloch	MELCHERS & Co.	On 7th Sept., at 9 A.M.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	BUNO MARU	Jap. str.	2	"	THE BANK LINE LIMITED	On 10th Sept.
YOKOHAMA, KOBE & MOJOI	JAPAN	Jap. str.	2	L. Y. Archdeacon	OSAKA SHOEN KAISHA	On 4th Oct., at Noon.
YOKOHAMA & KOBE	ITINDA	Brit. str.	2	A. J. Evans	DAVID SASSON & Co., Ltd.	On 4th Sept., at 1 P.M.
YOKOHAMA & KOBE via SHANGHAI	CHINA	Am. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th Sept.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	2	T. Yamawaki	SANDER, WHEELER & Co.	On 28th inst., P.M.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	2	H. Bremer	MELCHERS & Co.	About 17th Sept.
NAGASAKI, KOBE & YOKOHAMA	YAMATO MARU	Jap. str.	2	M. Winkler	NIPPON YUSEN KAISHA	On 28th inst., at Noon.
JAPAN	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-day, at Daylight.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 26th inst.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 29th inst.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at M'night.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 5th Sept., a.m.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	About 5th Sept.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 7th Sept.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	About 15th Sept.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 10 A.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 11 A.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 11 A.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 3rd Sept., at 11 A.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 2 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 31st inst., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 7th Sept., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 2nd Sept.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-day.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	Middle of Sept.
CHIEF	CHIEF	Brit. str.	2	"	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 9 A.M.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
 KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "ITINDA," 5,251 tons, Captain A. J. Evans, will be despatched for YOKOHAMA and KOBE on 4th Sept., at Noon, to be followed on 11th Sept. by S.S. "FAZILKA," Capt. Commac, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "ITOLA," Captain Tucker, will leave HONGKONG for SINGAPORE, PENANG and RANGOON on the 28th August, at Noon, followed by the S.S. "MUTTRA," Captain H. Carey, on the 9th Sept., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 AGENTS.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR	STAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"CARMARTHENSHIRE"	About 24th Aug.
SHANGHAI, NAGASAKI, KOBE & DEN OF GLAMIS	"DEN OF GLAMIS"	About 5th Sept.
YOKOHAMA	"FLINTSHIRE"	About 1st Oct.

Does not carry passengers.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 AGENTS.

Hongkong, 21st August, 1912.

INDO-CHINA S. N. V. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	DATE OF DEPARTURE
TSINGTAU, CHEFOO & NEWCHANG	"WINGSANG"	Saturday, 24th Aug. Noon.
MANILA	"LOONGSANG"	Saturday, 24th Aug. 2 P.M.
SHANGHAI via SWATOW	"KONGSANG"	Sunday, 25th Aug. D'light.
TSINGTAU, SWATOW, TING-CHIEP	"CHIPSANG"	Sunday, 25th Aug. D'light.
SOUBABAYA	"HOPSANG"	Sunday, 25th Aug. D'light.
SINGAPORE & SOUBABAYA	"CHUNSANG"	Monday, 26th Aug. Noon.
SHANGHAI, KOBE & MOJOI	"NAMSANG"	Thursday, 29th Aug. Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 30th Aug. Noon.
MANILA	"YUENSANG"	Saturday, 31st Aug. 2 P.M.

RETURN TOURS TO JAPAN.
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A fully qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
 GENERAL MANAGERS.

Hongkong, 23rd August, 1912.

CANADIAN PACIFIC ROYAL MAIL

STEAMSHIP LINE.
 VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
 SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong, 1912	From Quebec, 1912
"EMPEROR OF INDIA" Sat., 24th Aug.	"EMPEROR OF BRITAIN" Fri., 20th Sept.
"EMPEROR OF JAPAN" Sat., 14th Sept.	"ALLAN LINE" Fri., 11th Oct.
"MONTEAGLE" Sat., 5th Oct.	"EMPEROR OF IRELAND" Fri., 1st Nov.
"EMPEROR OF INDIA" Sat., 16th Nov.	"ALLAN LINE" Fri., 22nd Nov.

Steamships leave HONGKONG at 6 P.M.
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York 271.10 Intermediate (Steamship) "Monteagle" 243 " " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points at sea and on land.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

O. W. CRADDOCK, General Traffic Agent for China, Corner Pender Street and Praya opposite Blakes Pier.

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NOTICE TO SHIPPERS.

IMPERIAL
 RUSSIAN VOLUNTEER FLEET.

THE HONGKONG AGENCY OF THE IMPERIAL RUSSIAN VOLUNTEER FLEET from this date will accept Cargo and issue through Bills of Lading for the following Ports:

(a) Vladivostok, Nagasaki, Singapore, Penang, Colombo, Djibouti, Hodeidah, Djeddah, Suez, Port Said, Constantinople, Odessa, Batoum, with direct steamers.

(b) Nikolayev, Hakodate, Petropavlovsk and all Northern Ports of Asia—with transshipment at Vladivostok.

(c) Naples, Genoa, Trieste, Marseilles, Jaffa, Alexandria, Tripoli, Alexandria, Beyrouth, Smyrna, Chios, Mytilene, Salonic— with transshipment at Port Said.

(d) Theodosia, Sebastopol, Novorossiysk, Trubniz and all ports of Black and Azov Seas—with transshipment at Odessa or Batoum.

Special rates of freight for all above-mentioned ports are terminated.

Next steamer to Vladivostok, s.s. "YAROSLAVL" 4,494 R.T., Commander L. Alexeeff, is expected at Hongkong about 29th of the present month.

Next steamer to Europe, s.s. "NIJNI NOVGOROD" 3,367 R.T., Commander S. Kostromitsoff, is expected at Hongkong about 31st of the present month.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,
 AGENT.

Hotel Mansion, 3rd Floor.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA	About 29th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	PALMA	About 30th Aug.	Freight only.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 31st Aug.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NUBIA	About 4th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NAMUR	About 5th Sept.	Freight and Passage.

Hongkong, 23rd August, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STAMERS	TO SAIL
SHANGHAI	"LINAN"	On 24th Aug. 4 p.m.
SAMARANG & SOERABAYA	"TIENTSIN"	On 25th Aug. 4 p.m.
MANILA, CEBU AND ILOILO	"KAIFONG"	On 27th Aug. 4 p.m.
SHANGHAI	"CHINHUA"	On 29th Aug. 4 p.m.
SHANGHAI	"ANHUI"	On 31st Aug. 4 p.m.
WEIHAIWEI & TIENTSIN	"KUEICHO"	On 31st Aug. 4 p.m.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUI".

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI TO ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS** (8)

Hongkong, 24th August, 1912.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Booth	TUESDAY, 27th Aug., at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 30th Aug., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 3rd Sept., at 11 A.M.

For **SWATOW** AND RETURN.

(Occupying 3 Days).

"HAIYUN" ... Capt. J. W. Evans (SUNDAY, 25th Aug., at 10 A.M.)

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—**DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.** (7)

Hongkong, 24th August, 1912.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 23rd Aug.	On 24th Aug. 4 P.M.
EMPIRE	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:	
S.S. O. J. D. AHLERS	28th August.
S.S. C. FERD. LARISZ	13th Sept.
S.S. ARCADIA	24th Sept.
S.S. SCANDIA	10th Oct.

For Further Particulars, apply to—

HOMEWARD.

For HAVRE & HAMBURG:	
S.S. GOLDENFELS	1st Sept.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. BRISGAVIA	5th Sept.
For HAVRE, BREMEN & HAMBURG:	
S.S. SUEVIA	12th Sept.
For MARSEILLES, HAVRE, HAMBURG & ANTWERP:	
S.S. PREUSSEN	16th Sept.
For HAVRE & HAMBURG:	
S.S. O. J. D. AHLERS	5th Oct.

For BOSTON & NEW YORK:

S.S. AMBRIA

31st Aug.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th August, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU**TENYO MARU.**

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STAMERS	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.
TENYO MARU	E. Bent	TUESDAY, 5th Nov., at Noon.

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 10th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—**BUYO MARU, HONGKONG MARU AND KIYO MARU**

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STAMERS	TONS	DATE OF SAILING.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY.

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 28th Aug., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	... G. \$130.00
From Hongkong, Shanghai and Keelung	... G. \$119.00
From Nagasaki, Moji, Kobe and Yokohama	... G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	... G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given through Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STAMERS	LEAVES.
TAMUI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 25th Aug., at Noon.
FOOCHOW VIA SWATOW and AMOY	"KAIJO MARU"	WEDNESDAY, 23rd Aug., at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central).

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL, MANAGER

778-7

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913.

FOR MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STAMERS	Leave to COLOMBO	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
INDIA	8000	January 18	MOOLTAN 10900	Feb. 15
ASSAYE	7500	February 1	MALOA 12500	Mar. 1
HIMALAYA	7000	February 15	MOREA 11000	Mar. 7
DEVANHA	8000	March 1	MARMORA 10500	Mar. 21
DELTA	8000	March 15	MEDINA 12500	Mar. 29
INDIA	8000	March 29	Through Steamer	April 12
ASSAYE	7500	April 12	MONGOLIA 10000	April 26
DEVANHA	8000	April 26	MACEDONIA 10500	May 10
CHINA	8000	May 10	MALWA 11000	May 24

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STAMERS	Tons	Leave HONGKONG	Due MARSEILLES	Due LONDON
NOVARA	7000	January 22	February 23	March 5
SUNDA	5700	February 5	March 9	March 19
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 5	May 4	May 14
NTANGA	7000	April 19	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,

ACTING SUPERINTENDENT.

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU	16,000	WEDNESDAY, 28th Aug., at Daylight.
	KAGA MARU	12,000	WEDNESDAY, 11th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU	12,500	TUESDAY, 27th Aug., at 4 P.M.
	SHIDZUOKA MARU	12,500	TUESDAY, 10th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BOMBAY MARU	5,000	MONDAY, 2nd Sept.
KOBE and YOKOHAMA	HITACHI MARU	13,000	WEDNESDAY, 28th Aug., at 5 P.M.
	WAKASA MARU	12,500	WEDNESDAY, 28th Aug.
SHANGHAI, MOJI and KOBE	KUMANO MARU	9,600	WEDNESDAY, 28th Aug., at Noon.
NAGASAKI, KOBE & YOKOHAMA	TOTOMI MARU	5,000	MONDAY, 26th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"TOSA MARU" 6,000 tons, Capt. T. Sato, Saturday, 24th Aug.

"JINSEN MARU" 4,000 tons, Capt. Mochida, Saturday, 7th Sept.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$ 81 \$ 75 \$ 65 \$ 57

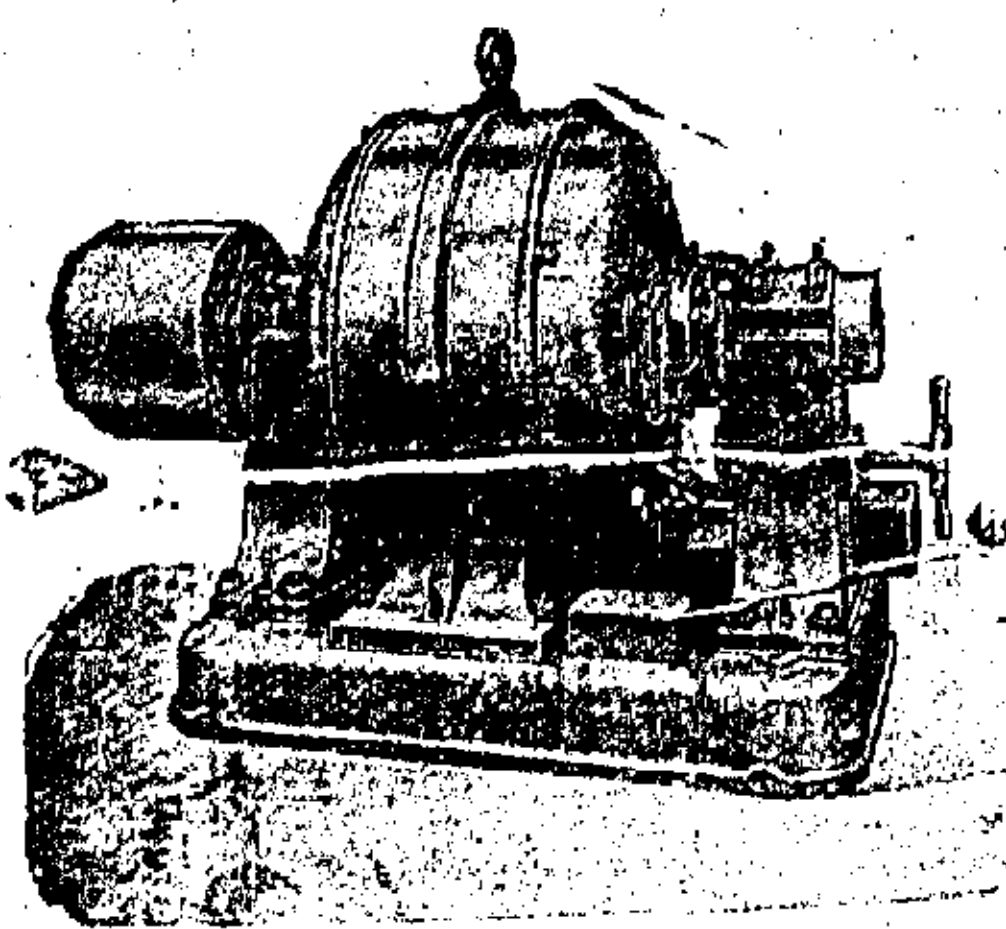
With option of Rail between Steamer's Calling Ports in Japan.

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DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 23rd August, 1912. [48-6]



Hongkong, 23rd August, 1912

[48-9]



OBTAINABLE FROM—

THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 23rd August, 1912. [49-22]

POST OFFICE NOTICE

* * Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Hainan, Pakhoi and Saigon...	Hongkong...	Saturday, 24th, 9.00 A.M.
Hainan, Pakhoi and Saigon...	Canton...	Saturday, 24th, 9.00 A.M.
Delagoa Bay, Durban, Port Elizabeth, East London, Mossel Bay and Cape Town...	Baron Cawdor...	Saturday, 24th, 11.00 A.M.
Tientsin, Chefoo and Newchwang...	Wingang...	Saturday, 24th, 11.00 A.M.
Straits...	Albat...	Saturday, 24th, 11.00 A.M.
Philippine Islands...	Loongang...	Saturday, 24th, 1.00 P.M.
Macao...	Sui Tai...	Saturday, 24th, 1.15 P.M.
Philippine Islands, Australia, Tasmania and New Zealand...	Aidenham...	Saturday, 24th, 3.00 P.M.
Sourabaya...	Kafuku Maru...	Saturday, 24th, 3.00 P.M.
Sourabaya...	Hopang...	Saturday, 24th, 5.00 P.M.
Sourabaya...	Kwongang...	Saturday, 24th, 5.00 P.M.
Shanghai and North China...	Linan...	Saturday, 24th, 5.00 P.M.
Sourabaya...	Chipsing...	Saturday, 24th, 5.00 P.M.
Hainan, Pakhoi and Saigon...	Carl Diederichsen...	Saturday, 24th, 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA AND UNITED KINGDOM via CANADA (EUROPE via SIBERIA)		
Swatow...	Haimun...	Sunday, 25th, 9.00 A.M.
Swatow, Amoy and Tamsui...	Daigi Maru...	Sunday, 25th, 9.00 A.M.
Straits and Sourabaya...	Chunwang...	Monday, 26th, 11.00 A.M.
Macao...	Sui Tai...	Monday, 26th, 1.15 P.M.
Samarang and Sourabaya...	Tientsin...	Monday, 26th, 3.00 P.M.
Swatow, Amoy and Foochow...	Haitan...	Tuesday, 27th, 10.00 A.M.
Straits, and India via Calcutta...	Arratoon Apur...	Tuesday, 27th, 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, HONOLULU, CANADA, UNITED STATES AND SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)		
Rio de Janeiro...	Sui Tai...	Tuesday, 27th, 1.15 P.M.
Philippine Islands...	Kaifong...	Tuesday, 27th, 3.00 P.M.
Yokohama via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.)...	Inaba Maru...	Tuesday, 27th, 3.00 P.M.
Swatow...	Haimun...	Wednesday, 28th, 10.00 A.M.
Straits and Burma...	Hola...	Wednesday, 28th, 11.00 A.M.
Japan via Yokohama...	Japan...	Wednesday, 28th, NOON
Shanghai, North China, and Japan via Kobe...	Kwangang...	Thursday, 29th, 11.00 A.M.
Shanghai, North China and Japan via Yokohama...	Austria...	Thursday, 29th, 11.00 A.M.
Shanghai and North China...	Chinwa...	Thursday, 29th, 3.00 P.M.
Swatow, Amoy and Foochow...	Haiyang...	Friday, 30th, 10.00 A.M.
Straits, and India via Calcutta...	Pookang...	Friday, 30th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand...	Changsha...	Friday, 30th, 3.00 P.M.
STRAITS, BURMAH, CRYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and Europe via BRISTOL (Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday the 30th instant, at 5 p.m.		
Philippine Islands...	Yuehsang...	Saturday, 31st, 1.00 P.M.
Wahingai and Tientsin...	Kuochow...	Saturday, 31st, 3.00 P.M.
Philippine Islands...	Bubi...	Saturday, 31st, 5.00 P.M.
Shanghai and North China...	Anhui...	Saturday, 31st, 5.00 P.M.
Swatow, Amoy and Foochow...	Haining...	Tuesday, 3rd, 10.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON—	August 23rd.
Telegraphic Transfer	111 1/2
Bank Bills, on demand	11 1/2
Bank Bills, at 30 days sight	2
Bank Bills, at 4 months sight	2
Credits, at 4 months sight	2
Documentary Bills 4 months sight	12 1/2
ON PARIS—	
Bank Bills, on demand	25 1/2
Credits, at 4 months sight	25 1/2
ON GERMANY—	
On demand	204
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credits, at 60 days sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON CALCUTTA—	
Telegraphic Transfer	148 1/2
Bank, on demand	149
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days sight	74 1/2
ON YOKOHAMA—	
On demand	97 1/2
ON MANILA—	
On demand—Pesos	98
ON SINGAPORE—	
On demand	85 1/2
ON BATAVIA—	
On demand	119 1/2
ON HAIPHONG—	
On demand	7 1/2 p.m.
ON SAIGON—	
On demand	76
Southern Bank's Buying Rate	9.9
GOLD LEAF, 100 dms, per leaf	32.10
BAB SIYER, per oz.	28 1/2
SUBSIDIARY COINS.	per cent
Chinese 20 cents pieces	55.85 discount
Chinese 10 " "	56.30 " "
Hongkong 20 " "	58.80 " "
Hongkong 10 " "	56.60 " "

MAILS VIA SIBERIA.

London	Shanghai
August 3rd.	August 19th.
August 7th.	August 24th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 23RD AUGUST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$805, sal. & div.
China Bank Corporation, Limited	60,000	\$12	all	1/1000 \$22.10
China Light and Power Company, Limited	50,000	\$5	all	\$1.85
China Bank Corporation, Limited	50,000	\$1	all	\$8 1/2
China Bank Corporation, Limited	200,000	\$10	all	
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 98
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22, buyers
DOCKS AND WHARVES—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$62
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49 1/2, sellers
New Amoy Dock Co., Ltd.	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 49
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 96
Green Island Cement Co., Limited	400,000	\$10	all	\$33, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers
Manila Metropole Hotel Limited	15,000	\$5	all	\$75, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$195
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$103, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5, sellers
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$237 1/2, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$100	\$795, buyers
Yangtze Insurance Association, Limited	12,300	\$100	\$50	\$190, sal. & div.
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102, sales
Harbour Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54 1/2, buyers
Maatschappij tot Nijver, Bosch-en Landbouw exploitatie in Langkat	25,000	Gld. 10	all	Tls. 62 1/2, sellers
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6
Trenth Mines, Limited	150,000	\$1	all	74/9
Heswood Tin and Rubber Estate, Ltd.	115,220	2/-	all	4/3
Ramb Australian Gold Mining Co., Ltd.	23,000	\$1	all	\$3.60, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$103, buyers
Philippine Co., Limited	50,000	\$10	all	\$1
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$115 1/2, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$33 1/2, sellers
STEAMSHIP COMPANIES—				
China and India Steamship Co., Ltd.	30,000	\$50	all	\$83, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$25, buyers
Hongkong & Canton S.S. Co., Ltd.	80,000	\$10	all	\$26 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, 1/1000
Star Ferry Company, Limited	2,000	\$10	all	\$108 1/2, sellers
South China Morning Post, Limited	6,000	\$25	all	\$42 1/2, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$22, sales
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Forth, Limited	15,000	\$7	all	\$7, buyers
Watkins, Limited	10,000	\$10	all	\$4.30, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$4.90, buyers
Weismann, Limited	5,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10, sales
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$9 1/2
Union Waterboat Co., Limited	100 fliers	\$10	all	\$300
	50,000	\$10	all	\$10 1/2, buyers

Daily Wire	
Para Rubber in London...	5 1/2 per lb., sellers
Loans.	Amount. Value. Interest. Quotation.
Chinese Imperial 1886	Tls. 767,200 Tls. 250 7 1/2 p. annum Par.

VERNON & SYMTH, Share Brokers

FORTHCOMING EVENTS.

Monday, 26th August— 9 P.M.—Baudouin Opera Co. at the Theatre Royal. "The Mousme."	Thursday, 29th August— Noon—Auction of Valuable Leasehold Property at Sales Rooms, by Mr. Geo. P. Lammert.
Friday, 30th August— Noon—Auction of Very Valuable Leasehold Properties at Auction Rooms, by Messrs. Hughes & Hough.	

ON SALE.

HONGKONG HANDBOOK REPORTS
of the
LEGISLATIVE COUNCIL for the
Session 1911.
REVISED BY THE MEMBERS.
PRICE - - - - \$5.
DAILY PRESS OFFICE.
Hongkong, 6th March, 1912.

"THREE CASTLES" CIGARETTES.

WE COULD MAKE THEM CHEAPER,
BUT WE WON'T.
WE WOULD MAKE THEM BETTER,
BUT WE CAN'T.

W. D. & H. O. WILLS.

BRISTOL & LONDON.

[29]

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON.—



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WARRANT awarded our Company
for Milk."

MILKMAID
CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

34

THREE FAMOUS GINS.

ENGLISH GINS.

D.C.L. OLD TOM, } BEST LONDON GINS
D.C.L. DRY. } OBTAINABLE.

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Schiedam Aromatic Schnapps,

The Foremost and Original Schnapps.

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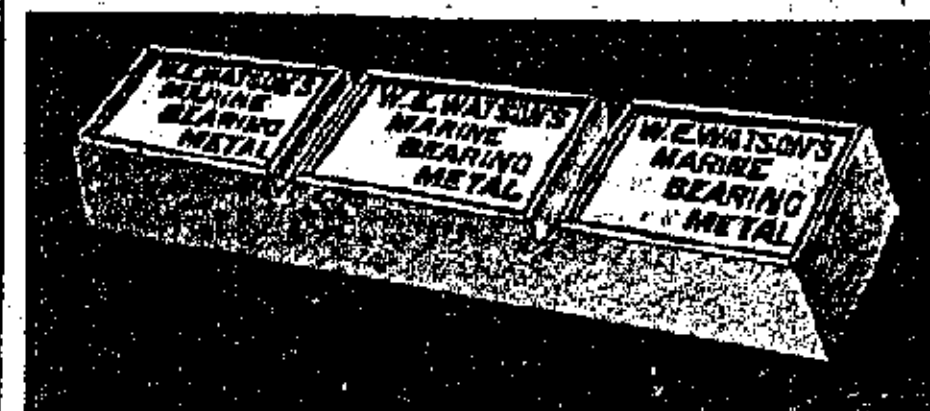
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